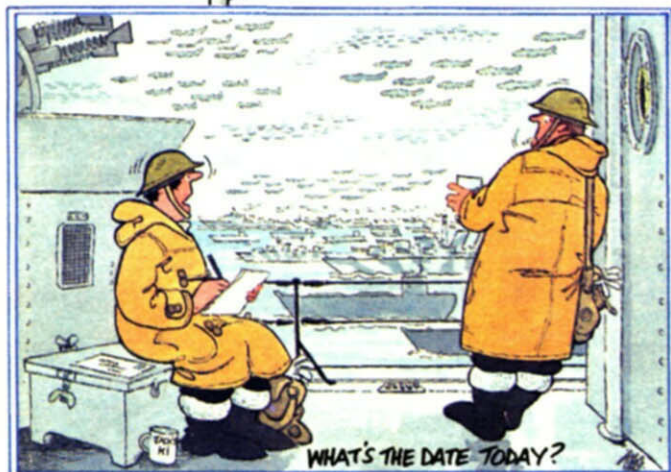


# ***Navy News***

***A message from The Prince of Wales —***



“Remarkable though it may seem to some, 40 years have passed since Navy News first appeared. These years have seen the Royal Navy decrease in size, but its continued success in such latter-day operations as the Falklands, the Gulf and the Adriatic has kept it firmly in the public eye — and recent public opinion polls suggest that the special place the Senior Service has in the hearts of the people who pay for it remains secure.

"I know from my travels abroad just how widespread the Navy's influence remains — and how highly it is regarded. Navy News plays a most important part in carrying the message of the Royal Navy's capability, professionalism and good humour to an international readership in all four corners of the globe, and long may it continue to do so."

(From the foreword to *'More Navy in the News'* — see page 14)

— and a classic cartoon from Tugg

(see also page 6)

● **FREE INSIDE** — Part 2 of our D-Day Souvenir, with Part 3 to come next month



# Review of Embarked Veterans

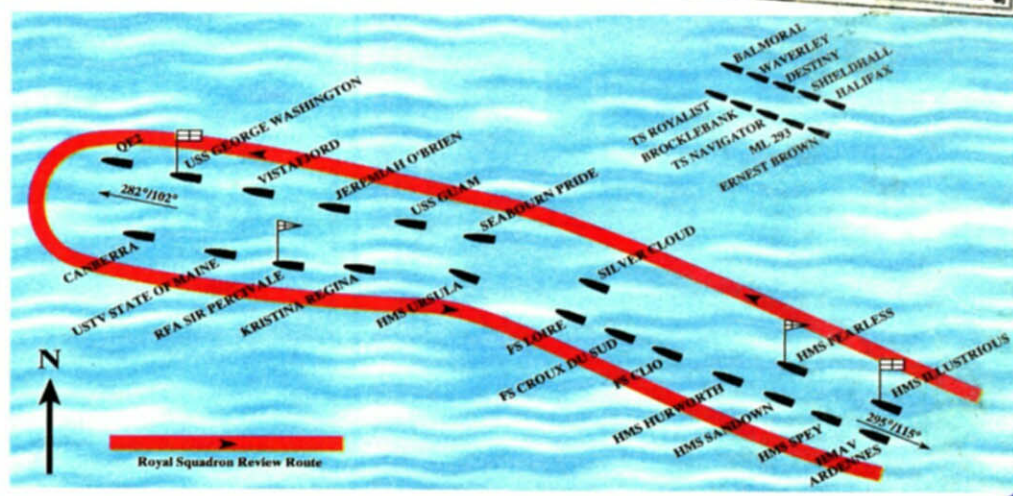


**THIS IS** how the ships will be positioned for the biggest naval event at Spithead since the Queen's Jubilee Review in 1977.

The Review of Embarked Veterans will take place on June 5 when the Royal Yacht, with the Queen and Heads of State and Government on board, sails through the columns of warships and merchant vessels.

About 30 ships will take part in the review, some with D-Day veterans embarked.

The Royal Squadron — comprising HMY Britannia, the Trinity House Vessel Patricia and the frigate HMS Active — sail from Portsmouth at 12.30. As they turn towards Spithead a 15-mile long flypast will begin involving aircraft from 13 nations.



# D-DAY'S FRONT LINE FIRST



**SEVERAL THOUSAND** members of the armed forces are being mobilised under a Royal Navy blueprint to ensure the success of the main British-based events to commemorate D-Day.

It is one of the biggest and most complex tasks of its kind ever to be organised by the Navy, which is expecting Portsmouth to be the focus for thousands of veterans from Europe and America.

Leader of the project team, Capt Mike Wood RN, expects that if the weather is good 100,000 people may be attracted to the drumhead service on Southsea Common on June 5.

themselves as the complexity of the supporting infrastructure which has really occupied us," he told Navy News.

His team has worked closely with the police and local authority on the immense transport and security implications

"It is not so much the events

● *Turn to page 3.*



# Serbs cut up rough

**THE Yugoslav Navy fast attack craft Hasan Zahirovic-Laca cut close under HMS Chatham's bows while the Type 22 frigate was boarding a tanker apparently attempting to violate the UN embargo in the Adriatic (see page 15).**

This picture, taken by S/Lt Elton Pardoe, shows the vessel's pair of Styx missile launchers. She is also armed with two 57mm Bofors guns, fore and aft.

Over the past year warships in operation Sharp Guard have challenged over 19,000 merchant vessels.



# End of term party

PICTURED reviewing ceremonial divisions is First Sea Lord Admiral Sir Benjamin Bathurst, during a recent visit to HMS Collingwood.

After touring the establishment's recreational facilities he went on to officially open new accommodation blocks. A prizegiving ceremony was also held in the Collingwood Club where the Admiral presented end-of-term prizes for training achievements by individuals and training schools.



## Pennant's number is up in Nelson



COMMODORE Roger Lowndes (centre) Cdr Brian Wheeler and Capt Andrew Slater take the salute as the commodore's pennant is lowered at HMS Nelson for the last time. Commodore Lowndes, who retires from the Navy, handed over the reins of the establishment to Capt Slater.

## German patrol boats visit city

A GERMAN naval flotilla of eight light patrol boats arrived at West India Dock last month for a four-day visit to London.

The fifth Fast Patrol Boat Squadron, made up of eight Class 148 patrol vessels, and their support ship Rhein, was under the command of Fregattenkapitan (Commander) John Schamong who, along with other officers, paid courtesy calls to Lord Mayor of London Alderman Paul Newall, Mayor of Tower Hamlets Cllr J. Snooks and Deputy Master of Trinity House Capt Edge.

Cdr Schamong also hosted a lunch for local dignitaries while his ships' companies took part in a football match against HMS Westminster and invited local children on board for a party.

The Fifth Patrol Boat Squadron has travelled over 300,000 nautical miles as a goodwill ambassador to leading European ports since it was formed in 1959 and last month enjoyed a second visit to London.

# Yangtze book

A BOOK of Remembrance has been dedicated at St Ann's Church in Portsmouth naval base, in memory of the 44 RN officers and men killed by the Chinese People's Liberation Army during the 1949 Yangtze Incident.

Half of those killed were buried at sea but the graves of those buried at Hung Jao Cemetery, Shanghai had disappeared, probably during the Cultural Revolution.

As a result of the efforts of the association of HM ships Amethyst, Consort, Black Swan and London a memorial plaque was dedicated at St Nicholas's Church, Devonport, last year and there are also plans for a memorial to be placed on a wall in the residence garden of the British Embassy, Beijing.

## Saint's day in Piraeus

ARCHBISHOP Father Nicholas Tzevas, senior chaplain to the Hellenic Navy, is pictured below with the Rev Mike Brotherton, of HMS Ark Royal, blessing the icon of St Nicholas, the patron saint of sailors. After the service, which took place while the ship was alongside in Piraeus, Father Nicholas presented the icon to the chapel.



## JOURNEY TO THE END OF THE EARTH

ONE of the greatest English Antarctic explorers, Sir Ernest Shackleton, was commemorated at a simple ceremony on the island of South Georgia.

Sir Ernest, who died of a heart attack while his ship was at anchor off Grytviken and who was buried at the local cemetery, was well-known to the local people at the whaling stations for his epic journey from King Haakan Bay to Stromness, a journey lasting 36 hours, without any rest, to ensure the safety of his stranded and starving colleagues. The first door he knocked on was that of the whaling station manager where he received shelter and where the rescue party was organised.

That journey, made in 1918, was celebrated in the unveiling of a plaque outside the manager's house in Stromness by the explorer's granddaughter, Mrs Alexandra Bergel pictured below. Also present were Mr Craig Shelton, Assistant Commissioner for South Georgia, and Capt James Perowne, CO of HMS Norfolk the Falkland Islands'

guardship, in which Mrs Bergel travelled to the island.

Representatives of the Southern Ice Ebor Expedition, being undertaken by the Royal Green Jackets to retrace Shackleton's steps, also witnessed the ceremony.

● HMS Norfolk handed over her guardship duties to HMS Brazen last month before embarking on her passage home.



## Flying the flag

PARADING for the honour of carrying the Association of Wrens' standard are ex-Wrens from throughout the UK who were put through their paces at the standard-bearing competition at HMS Nelson by Lt Cdr Jordan, from HMS Dryad.

The eventual winner was Carol Gibbon, from Swindon (inset) who will carry the standard at many national events over the next two years.





# Chill factor in drowning deaths

MANY deaths by drowning are in fact caused by exposure to cold water, Surgeon Rear Admiral Frank Golden warns — and young men are most at risk.

At a conference at Portsmouth for family doctors he urged youngsters not to swim out of their depth until they were used to the temperature of the sea.

Immersion-related death is the most common form of accidental death in the UK, delegates at the Royal College of General Practitioners National Spring Meeting heard.

Numbers of deaths average between 700 and 1,000 per annum. In common with other Western nations, the highest incidence of death occurs in the young male population.

Many of these tragedies occur within as little as six metres of safe refuge and competent swimmers are often the victims.

Typically, a young lad dives into the water in late spring or early summer to attempt to swim a distance he achieved with ease at the end of the previous season — across a canal, a river or to a pontoon in a flooded quarry.

Within a few minutes he encounters difficulties, becomes incapacitated — and drowns.

In the past cramp, swimming too soon after a meal, hypothermia or exhaustion due to cold have variously been offered as explanations for such deaths.

Research carried out by the Institute of Naval Medicine, in conjunction with the Universities of Sheffield and Leeds, has provided a fresh insight.

Admiral Golden — one of the Navy's foremost authorities on survival at sea, now attached to the Robins Institute, Surrey University — described experiments in which ten fit,

fully-clothed students swam for ten minutes in warm water (25°C) — only three of them could manage the same in water at 5°C.

In another test unacclimatised volunteers held on to the side of a swimming pool for two minutes until the initial cold shock effect had abated before attempting to swim.

By so doing they were either able to manage their ten minutes — or otherwise significantly improve on the times they achieved when they attempted to swim straight after jumping in.



## My sons and I . . .

Above: The Queen spent an hour on board her son The Duke of York's ship, when the mine countermeasures vessel HMS Cottesmore paid a visit to London.

Left: The Prince of Wales represented his mother at Lord High Admiral's Divisions at Britannia Royal Naval College — the second time he has taken the salute on this occasion at Dartmouth, the first being in 1987.

Of the 117 young officers passing out of the college were representatives of the naval services of Oman, United Arab Emirates, Yemen, Lebanon, Jamaica, Sri Lanka, Guyana and Ghana.

● HRH presents the Queen's Sword to S/Lt John Pheasant. On the left of the picture is S/Lt Karla Edge — the first female officer to carry the Lord High Admiral's Verge.

## D-DAY

● From front page.

of moving 14 Heads of State to and from functions, as well as ensuring good facilities for veterans.

Special parking facilities have been provided, and a Veterans Centre has been built on Southsea Common.

The huge, semi-rigid structure has the capacity to deal with 6,000 people at any one time. As well as information and coach transport for ship visits, it provides catering and medical facilities, free tea, a rest area and an area where veterans' groups can hold private functions.

Thanks to a sponsor, each veteran will also be issued with a "ration book" entitling them to two pints of beer a day at 40p a pint.

The reception area at the centre opened on May 27, the full facilities being available for seven days from June 1. Headed by a lieutenant-commander, the staff includes members of all armed Services.

Seating accommodation for 12,000 veterans and the disabled will be available at the drumhead service. Free tickets for the seats are available through veterans' organisations or at the Veterans Centre.

Like the D-Day planners of 50 years ago, Capt Wood and his team are hoping for good weather. There is no possibility of arranging wet-weather alternatives for the Royal Garden Party for 1,000 veterans at Southwick Park on June 4, or for the service.

"We don't want the bad weather of June 1944," said Capt Wood. "Unlike the D-Day planners, we don't have the option to cancel."

● A D-DAY veteran who asked for his ashes to be committed to the sea off Normandy will have his wish fulfilled by HMS Avenger on June 6.

The ashes of former Pioneer Corps private Albert Louis-Burton will be committed near dawn off Gold Beach by the frigate which is among the international fleet commemorating the 50th anniversary of the landings.

● Normandy Liberty ship steams in — page 9.

# 'Reso' plays her last waltz

HMS RESOLUTION completes 26½ years' service next month, having steamed over half a million miles on Polaris nuclear deterrent patrol.

The first of the Royal Navy's Polaris submarines, she was joined by her first commanding officer, Cdr Mike Henry, as her current CO, Cdr Jonathan Powis, brought her home to Faslane at the end of her 60th and final mission (see page 12).

The decommissioning ceremony at the Clyde Submarine Base on July 19 will be open to all her former crew members. For tickets, send an sae to the Executive Officer, HMS Resolution, BFPO 373, giving name, rank or rate and dates served on board.

There will be a dance at the Marriot Hotel, Glasgow the same evening.

● Back in 1928 the battleship HMS Resolution had her own dance band — 'The Reso-lutes'. Ex-CPO(O) Ern Dawson, FAA, from Brisbane, Queensland, sent us this picture. His late brother Len, whose first ship this was, is the cornet player in the middle of the front row.

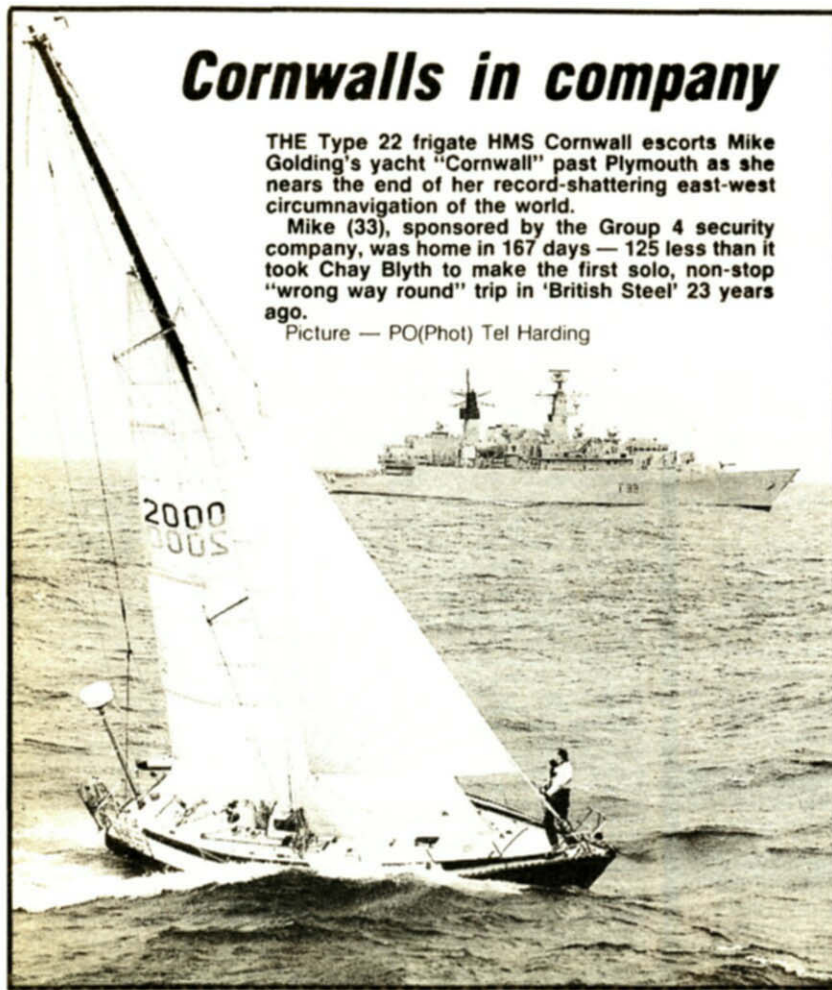


## Cornwalls in company

THE Type 22 frigate HMS Cornwall escorts Mike Golding's yacht "Cornwall" past Plymouth as she nears the end of her record-shattering east-west circumnavigation of the world.

Mike (33), sponsored by the Group 4 security company, was home in 167 days — 125 less than it took Chay Blyth to make the first solo, non-stop "wrong way round" trip in 'British Steel' 23 years ago.

Picture — PO(Phot) Tel Harding



## Wanted — 'Forgotten Fleets' on film

Relics and memorabilia of the British Pacific and East Indies Fleets are wanted for an exhibition in Portsmouth next year.

On September 2 1995, to mark the 50th anniversary of the signing of the Japanese surrender in Tokyo Bay, the City of Portsmouth is honouring veterans of the 'Forgotten Fleets' with a Civic Reception at the Guildhall.

On the following day there will be a Service of Dedication for a commemorative stained glass window and a plaque in Portsmouth Cathedral.

Two videos are also being produced — so anyone with any relevant cine footage is asked to contact Terry Thorne at 20 Heath Lawns, Catisfield, Fareham, Hants Tel. 0329 281605. (See also page 26).



# Balance shifts north of border

LAST TIME we gave you an overview of where the Submarine Service jobs were located.

At the time the future of the Upholder Class was still in doubt but now, with their demise, there will be even fewer billets in the Plymouth area both sea-going and ashore.

Based on current information the rundown continues until March 1995 and from that time the disposition of submarine jobs is detailed right.

## Faslane

These figures may change slightly due to future refitting programmes but as you can see the balance has swung even further towards Faslane.

The message is clear, if you want to live at home during your shore draft, set up home in Plymouth or preferably Faslane.

## SEAMEN, S&S, MEDICAL

	SHORE	SEA	% TOTAL
Portsmouth	143	0	14.1
Plymouth	127	162	28.5
Faslane	234	384	47.5
Other (Rosyth, Northwood etc)	100		9.9
			100

## WEAPON ENGINEERING

	SHORE	SEA	% TOTAL
Portsmouth	109	0	10.2
Plymouth	100	123	20.7
Faslane	271	431	65.3
Other (Rosyth, Bath etc)	41		3.8
			100

## MARINE ENGINEERING

	SHORE	SEA	% TOTAL
Portsmouth	124	0	10.1
Plymouth	177	264	35.7
Faslane	264	383	52.7
Other (Rosyth, Bath etc)	22		3.8
			100

## FOSM visit

REAR ADMIRAL Roger Lane-Nott recently paid a visit to Naval Drafting Division and, following informal discussions, FOSM met all members in the new, revamped and much enlarged D4 Section comprising the old D4 (SM) and D5 (S&S/MED) Sections.

The Admiral was shown a typical routine for selecting a rating for a sea job, taking full account of availability (including medical and welfare clearances), qualifications (plus Pre Joining Training (PJT) required) and of course personal preferences.

In the event, LCK(SM) Charles Adams was selected for service in HMS Tireless and Admiral Lane-Nott, satisfied with the information presented to him, personally authorised the draft.

## SUBMARINE SERVICE JOBS



"On yer bike, then?"

## UNIQUE PQ NUMBERS

CURRENTLY in a Scheme of Complement (SOC) everyone has a line number and a Personal Qualification (PQ) number.

However there are often many line numbers associated with one PQ number, ie all the AB(S)SM in one unit are in one PQ but each have a line number.

This means that if a line changes (for instance an ADQUAL is added or removed) the manpower computer has to change the PQ number for all the men in that PQ and CND has to issue a new draft order for each man.

To get round this extra administration, it has been decided that each line on an SOC will now have its own dedicated PQ number, which will reduce the number of draft orders issued for purely accounting purposes and allow the drafting desks more time to concentrate on their customers. This change will be introduced steadily.

How will this affect you? In short it won't. CND will be provided with a print by Computer Division giving new PQ numbers for each man, issue a "computer only" draft order and on completion send a

print-out to the submarine telling them the new numbers.

This will mean that each man on board will have a Unique PQ number and any changes to his line on the SOC will no longer cause the computer to automatically change his PQ number or anybody else's.

This system is already being trialled in HMS Spartan, a surface unit and a Naval Air Squadron and so far appears to be a success.

COs may employ individuals to best advantage within the constraints of their Scheme of Complement. However, if a man is being employed in a PQ number different from the one which appears on his draft order, the departmental co-ordinator must inform CND so that the relief is drafted to the correct PQ number which matches the job (ie ADQUALS).

This will become increasingly important as we move towards Unique PQ drafting. If you don't tell us you will get the wrong relief, so please inform the appropriate drafting officer.

## New faces on 'subs' desk

TWO NEW faces in the section are Lt Cdr Dave Hubbard and Lt Cdr Peter Bosworth who have taken over as the Submarine Drafting Officers Technical and Non Technical respectively.

Dave Hubbard you will know from his last appointment, as the OIC of the Submarine Escape Training Tank.

After joining the RN in 1960 as an ERA Apprentice, he joined the Submarine Service in 1967 and spent the first 10 years in the nuclear programme mainly in Valiant and Churchill.

Following promotion in 1977 to the SD list he escaped to the conventional fleet and, after a number of conventional appointments, ran the Submarine Escape Training task for eight years. Apart from technical draft Dave's other hobby is learning to fly!

Peter Bosworth was most recently Squadron Operations Officer in HMS Dolphin and before that spent several years as the Operations Officer to the Captain Submarine Sea Train-

ing (SG16). He has served in Porpoise, Onyx, Revenge and Repulse.

Since September 1993 there have been no submarines based in Portsmouth. Box C1 of Form C232 (DPC) should have N/A (Not Applicable) written against Base Port Portsmouth. SSK is no longer a valid entry in box C2 as personnel are no longer being drafted to the Upholder Class. The form will be amended in due course.

## Medics move

AS A RESULT of the re-organisation in CND all ratings of the Medical (SM) branch returned to their parent drafting desk on December 1 1993. Life has continued as normal with the exception of an office move and the newly formed D4 draft division (SM, S&S and Medical).

On the drafting front no major changes have taken place except for the re-introduction of a Medical PJT for MA(SM)s.

This is now possible due to the increase in the overall numbers who are serving in this sub specialisation. It is intended to draft ratings, when possible, to this course with their GS counterparts so that they can refresh their clinical and medical administrative skills immediately before going to sea.

Due to the numbers involved, it is not possible in the short term to draft everybody immediately but it is intended that over the next two to three years all MA(SM)s will attend.

HE CLAIMS A 'RIGHT OF SILENCE'!



"Claiming the right to silence, is he?"

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## Submarine Drafting

WE ARE happy to speak to heads of department, divisional officers of divisional senior rates at any time regarding the plans for their departments. However, we cannot discuss a man's proposed draft with the man himself.

If you are a divisional senior rate or departmental co-ordinator and wish to discuss your drafting, ask your divisional officer to contact us on your behalf.

We are always happy to welcome visitors to the department and face to face discussions can avoid many phone calls. If you wish to come and see us please call and arrange a mutually convenient date and time.

Drafting Commander — Cdr Peter Edger (ext. 2381)  
Non Tech Drafting Officer — Lt Cdr Peter Bosworth (ext. 2043)  
Tech Drafting Officer — Lt Cdr David Hubbard (ext. 2042)  
Medical Drafting Officer — Lt Cdr Roger Pullyblank (ext. 2570)  
SA/WTR Drafting Officer — Lt Cdr Bryan Ward (ext. ext 2455)  
CK/CA/STD Drafting Officer — Lt Cdr Terry Morris (ext. 2456)  
Office Manager — CPOWTR Kevin Hamlyn (ext. 2443)  
Submarine Co-ordinator — CRS(SM) Denis Bookham (ext. 2516)  
ME Senior Rates — POWTR Tony Clews (ext. 2518)  
ME Junior Rates — LWTR Adrian Gillett (ext. 2518)  
WE Senior Rates — POWTR Colin Evenden (ext. 2519)  
Comms/WE Junior Rates — LWWTR Yvonne Friend (ext. 2519)  
Sonar and TS — POWTR Steve Platt (ext. 2517)  
Medical — POWWTR Suzanne Skinner (ext. 2445)  
WTR Senior Rates — POWTR Mick Aitken (ext. 2505)  
WTR Junior Rates — LWWTR Julie Madelin (ext. 2285)  
Stores Accountants — POWWTR Lynda Gwynn (ext. 2444)  
CK/CA Senior Rates — POWTR Ken Eatwell (ext. 2446)  
CK/CA Junior Rates — LWWTR Nicola Santry (ext. 2446)  
Steward Senior Rates — POWTR Kevin Norwood (ext. 2575)  
Steward Junior Rates — WWTR Donna Buchanan-Bell (ext. 2575)  
Course Bookings — POME(SM) John Cherry (ext. 2339)  
Correspondence — Miss Tracey Krumins.





### FACTS AND FIGURES

**Builder:** Harland and Wolff, Belfast. **Launched:** Dec. 19 1963. **Commissioned:** Nov. 23 1965. **Displacement:** 12,600 tons (standard); 14,900 (full load); up to max. 21,600 tons ballasted deep. **Length:** 160 metres. **Beam:** 25m. **Draught:** 6.46m normal with 3.4m trim by stern when ballasted deep. **Armament:** Surface to air missile 2 x Seacat GWS20 quad launchers; guns, 2 x 20mm Vulcan Phalanx, 2 x 20mm GAM-BO1. **Main machinery:** steam, 2 x Babcock and Wilcox Y24A boilers; 2 x English Electric main turbines developing a maximum of 11,000 shp; 4 x 1,000 kW Allens turbo alternators; 2 x 450 kW Paxman diesels; two shafts; fixed propellers. **Ship's company:** 550 (incl. 90 Royal Marines and 50 Wrens); an embarked force of up to 700 officers and men may also be accommodated. **Motto:** *Explicit nomen* — The name says it all.

## Fearless over three decades

SINCE her launch in 1963 by Lady Hull, HMS Fearless, one of the Royal Navy's last steam powered ships in operational service, has travelled the world in her primary role as an assault ship or as the Dartmouth Training Ship.

Her first joint service operation involved landing Irish Guards in RAF helicopters and ship's landing craft into Aden during anti-terrorist operations in 1966. The following year the ship added her heavy lift capability to withdrawal operations after Aden's independence.

During the Falklands War, Fearless was the amphibious HQ ship and led the amphibious force into San Carlos Water. Later, Major General Moore set up his headquarters in Fearless and initial surrender negotiations were passed from the ship to General Menendez, who was later to reside on board as a prisoner of war. HMS Fearless lost six of her ship's company when one of her landing craft was attacked during the conflict.

### Exercises

The past year, since the DED, has been very successful for the ship with visits to Portland for training and numerous national and NATO amphibious exercises, "invading" Dorset, the Outer Hebrides, Portugal and Cyprus. Bosnian situation permitting, the ship is scheduled to take part in the largest multi-national amphibious exercises for some time.

As the lead and only fully operational ship in the class, HMS Fearless forms the nucleus of the British amphibious capability today. She is able to land troops of an infantry battalion or Royal Marines Commando and their equipment, a squadron of tanks or armoured cars or a complete unit of Royal Engineers with their heavy equipment.

She can also assist in the loading or unloading of other ships in the amphibious force.

The Fourth Assault Squadron RM, borne permanently as part of the ship's company, provides the crews for the landing craft. The four landing craft utility (LCU) are housed in the internal dock and are capable of taking tanks and other heavy equipment directly from the ship's three vehicle decks. The four smaller landing craft, vehicle and personnel (LCVP) operate from the davits for personnel but are capable of carrying a Land-Rover from the dock.

The advent of aviation has had a marked effect on how amphibious warfare is conducted, but the basic principle remains the same: keep the ele-

ment of surprise and get ashore unopposed. The helicopter just makes the principle easier to achieve. Although no permanent flight is embarked, the ship can operate up to four Sea King HC4 assault helicopters from the two flight deck spots.

Over the last year the deck has seen over 2,500 deck landings from Sea Kings of 707, 772, 819, 845, 846 Squadrons as well as Lynx and Gazelles of 3 Brigade Air Squadron. The ever versatile flight deck can also operate Chinooks and, during the Falklands it was an emergency deck for the Sea Harriers. The ship will be able to operate the EH101 Merlin when it is brought into service.

Although the ship has been updated during her 30-year history much of her machinery is the original fit, with two self-controlled, single-cylinder steam turbines each driving one shaft. There is an extensive ballast system fitted, with four steam driven pumps each capable of pumping up to 2,500 tonnes of water per hour. The stern of the ship is lowered up to 15 feet, flooding the dock before the sterngate is opened, to allow the LCU's to depart.

With Intrepid at 30 days' notice and as yet no order for a replacement assault ship, Fearless remains the mainstay of the British amphibious capability and could be required for another ten years' service. This capability is as important now as it was 50 years ago with trouble spots flaring up all around the world.

### Arromanches

This month Fearless will be involved in the D-Day celebrations on both sides of the Channel. From the Fleet Review to the delivery of the national standards to Arromanches, the modern amphibious brethren will remember those who went before.

Once the celebrations are over Fearless will be heading across the Atlantic to relieve HMS Lancaster as the West Indies guardship. While there the ship will be supporting the jungle training for the Royal Marines Logistics Regiment as well as numerous tasks to aid the civil community.

## Battle honours

Heligoland 1914

Jutland 1916

Norway 1940

Mediterranean 1941

Malta Convoys 1941

Atlantic 1941

Falklands 1982



## STERLING WAR SERVICE CUT SHORT BY ITALIANS

THE CURRENT HMS Fearless is the seventh to bear the name in the 200 years since the first, a purpose-built gun vessel was launched in 1794. Built at Gravesend she carried 12 guns and a complement of 50 men. She was wrecked in January 1804 in Cawsands Bay, off Plymouth Sound.

A gunbrig followed 11 months later, again with 12 guns. She saw action at Copenhagen in 1807 before also being wrecked, this time near Cadiz, in December 1812.

An ex-GPO vessel, the Flamer, built at Limehouse, was renamed to become the third Fearless in 1837 when the Admiralty took over the Packet Service. She was a wooden paddlewheel survey vessel and served until June 1875 when she was broken up by Admiralty Order.

The fourth Fearless was a torpedo cruiser of 1,580 tons, armed with four 5-inch guns and three torpedo tubes. She was built by Barrow S.B. (Vickers) and

launched in March 1886. Originally commissioned at Portsmouth, she served mainly in the Mediterranean but also saw service at the Cape of Good Hope in 1899. She paid off in Portsmouth in 1900, then was commissioned for China late in 1901 at Sheerness before finally being sold at Portsmouth on July 11 1905.

An "Active" class scout cruiser of 3,440 tons was the next to bear the name. Built at Pembroke Dock and launched in June 1912, she carried ten 4in guns, four 3pdr guns and two 21in torpedo tubes.

She served with the Home Fleet 1913-14, seeing action off the Dutch coast on August 18 1914 with the German light cruiser Rostock. Ten days later, off Heligoland, she was present at the sinking of the German destroyer V187.

Two years later she was in action again at the Battle of Jutland and subsequently became attached to the 12th Submarine Flotilla. Fearless was present at the Battle of May Island in the Firth of Forth in 1918 and was sold in

November 1921.

The predecessor of today's Fearless was an F-class destroyer of 1,375 tons. Launched in May 1934 at the Cammell Laird Shipyard in Birkenhead, she had four 4.7in guns and eight 21in torpedo tubes.

She was involved in embargo operations during the Spanish Civil War in 1937, and she teamed up with HMS Brazen to sink U.49 off Harstad in 1940.

In June 1941, again with other ships, she helped sink U.38, west of Cape Trafalgar. She suffered torpedo damage one month later from Italian aircraft whilst screening HMS Ark Royal. Fearless caught fire, lost all power and when judged too damaged for towing, she was sunk north of Bone by Forester on July 23 1941. A gap of 20 years followed before the present HMS Fearless was launched in December 1963.

● An eighth ship was named Fearless II and was a 1907 drifter of 81 tons hired by the Admiralty during the First World War.

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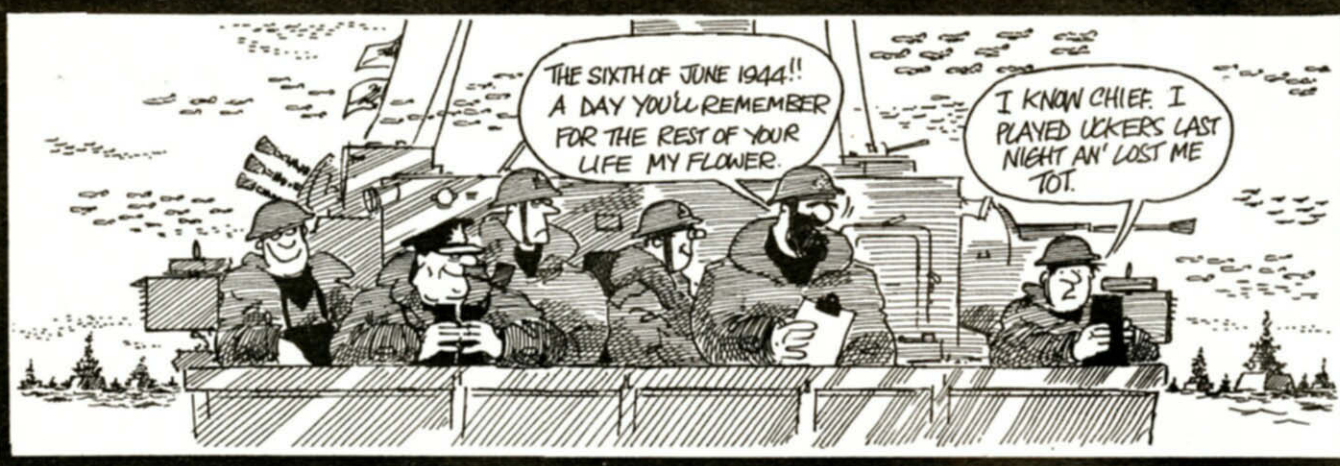


POSTCARDS of Ships of the Royal Navy are obtainable at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £7 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10.50/foreign £12. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.



JACK

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## Letters

# Not too struck on medal market

THE CASE for unofficial gongs (UGs?) has been put by PC Fowler (April edition). I am not convinced and beg to put a case against such medals, the steady proliferation of which has, for me, an unpleasant commercial undertone.

Service in most war theatres has been officially recognised in varying degree, even belatedly by the welcome formal approval of foreign decorations covering the convoys to Malta and Russia.

Each fresh 'phoney' medal further diminishes the value of real awards. Who are we trying to impress? On the few occasions that we are able to wear our decorations the public at large are never likely to identify the individual hues of the ribbon rainbow.

There is no official control over the distribution of UGs — and there is little doubt that many recipients (or should one call them 'applicants?') will not be entitled to them or pay heed to the regulation on non-inclusion with real awards.

Where will it end? For those of us who did not become POWs is there to be a medal for avoiding capture? And if there is talk of a medal for 'volunteering' then should there not be one for those who avoided being called up? — **M. Alston**, Maidenhead.

Although it is debatable whether there are already too many medals in circulation, it is hard to disagree with objections that unofficial commemorative memorabilia are 'not earned.'

There appears more than a grain of truth in the charge that the medal system has been cheapened — if only because anyone can purchase any medal.

A measure of this state of liberty may be seen at most parades where decorations and rib-

bons are incorrectly, if not dishonestly displayed.

The ruling that prisoners of war should not be treated as 'special cases' has been an on-going bone of contention with Service Associations. In recent times returning hostages have received national honours while ex-POWs, thousands of whom died or returned crippled, have been virtually ignored except by certain of these. — **D. K. Cranwell**, Blackfield, Hants.

Regarding 'Gongs that sound a sour note' (April edition) — they always will!

In 1944, one of the E-fingham class cruisers on passage through the Mediterranean was diverted to take a convoy to Naples. She then continued her way to the Far East.

That diversion of just a few days entitled her company to the Italy Star, the 'ice-cream medal' — the same medal that was awarded to soldiers of the 8th Army for a two-year slog through the mud and snow of Italy, the battles for Cassino and all the river crossings along the East coast; and to the Med Fleet ships who had coped with the landings in Sicily, Salerno and Anzio and innumerable other operations; and the Coastal Forces who had kept the Germans on the hop in the Adriatic. And many others who had sweated.

At the end of the war we all had to fill in an application

form for the campaign medals, stating our qualifications for each medal.

Although I had been in Plymouth for the blitzes of March and April 1941 I declined to apply for the Defence Medal — the medal awarded to the London Civil Defence services for their four years of the Blitz.

Nevertheless, it was sent to

me. My qualification was spending a period of six months ashore in a war zone. That was rugged service indeed — a refit in a New York yard after we were bombed in the Med.

There will always be wild cards — and sour notes! — **Cdr J. I. Ferrier**, RN Retd, Monmouth.

## Shaken but not stirred

I was pleased to read your report of the return of former ship's company of HMS Daring to Argostoli to commemorate the 40th anniversary of the Ionian Islands earthquake (May issue).

At that time I was serving in HMS Wrangler, which had the rightful claim to be the first on the scene to provide relief and assistance — though Wrangler was directed, not to Kefalonia, but to other islands in the Ionian Sea.

I remember Daring returning to Sliema from exercise to take on stores and medical supplies while we were completing this task.

Indeed, Wrangler slipped for sea within minutes of Daring entering harbour and I noted Daring's arrival in the stricken islands some hours after we landed our second relief party at Samos.

This is not an exercise in nit-picking, since both ships did excellent work over a period of ten days. It does highlight the benefits of membership of a good 'Old Ships' Association, however, in the organisation of such visits as that enjoyed by Old Darings.

For some years I have tried to stimulate interest in an association for former Wrangler crewmen, but have met with indifference.

How I would have enjoyed a return visit such as that arranged for members of the HMS Daring Association — is it too late for ex-Wranglers to do the same? — **P. J. Hillman**, Pagham, West Sussex.

## Raleigh remembered in Gambia

Someone has recently passed me a copy of December's Navy News which carried a photograph from J. M. Haskey of the cemetery in Banjul, The Gambia under the heading 'Forgotten Corner'.

Your readers may be interested to know that on February 22, the 100th anniversary of the Battle of Medina Creek, a small ceremony took place there involving staff, students and friends from Plymouth College of Further Education.

We have been visiting The Gambia with groups of students for four years now and since Plymouth men were killed in the battle it seemed appropriate that some sort of commemoration should take

# Norfolk revived spirit of '66

It was a very nostalgic moment as I stood on the beach road of Mouille Point and witnessed the 21 gun salute fired by HMS Norfolk just prior to her entry into Cape Town's harbour.

I was serving in HMS Lynx during the last official visit by a RN vessel prior to this one. We arrived just before Christmas 1966 — and on that occasion I was responsible for the salute.

Lynx remained on station until June 17, 1967 when we sailed for the Falklands and South America. It was then also my sad privilege to march off the last Queen's colour from South African soil.

Norfolk's visit held a few cultural shocks for me — girl sailors, armed sailors on the upper deck and gangway, cleaners swarming aboard to sort out the interior.

What had not changed, I was thankful to note, was the quality of the personnel. Those my wife and I took back to our home and who later gave us a tour of the ship impressed us with their knowledge, professionalism and attitude.

It was as if I had been transported back 40 years or more, for as much as things change, they remain the same. — **Lt(SD) D. H. Brookes**, RN Ret, Llandudno, South Africa.

## Beaten for a few fags

What's all this kerfuffle about a bloke getting the cane in Singapore?

I bet many an old Shotley boy can recall having six of the best laid on by the MAA in the Gate House — just for being caught with a few fags on his person, on return to HMS Ganges after a day's leave.

If you managed to get past the search at the gate and got caught smoking later it was twelve cuts, not six.

It was hell at Shotley and I was fortunate in that I got transferred to St Vincent at Gosport — that was heaven in comparison. — **W. G. Alder**, Romford.

## Letters that mean a lot

I was delighted to read the article on HMS Southampton in the March issue. I am a survivor of the fifth Southampton, having joined her as a Young Supply Assistant in October 1939 straight from the last class of long-service entrants in Chatham Division before the war.

I was fortunate enough to attend, with a few other 'Old Southamptons', the commissioning ceremony of our successor and we are very grateful to a succession of liaison officers who keep us regularly posted through a very informative newsletter of her activities. — **L. E. Wells**, Alicante, Spain.

## Sad end for Brownie

Concerning S. A. Miles' enquiry as to whether Brownie the dog at HMS Watchful survived the war (February edition), sadly the answer is no.

After surviving the wrath of an officer whose pedigree bitch the nondescript Brownie was alleged to have put in the family way, his luck finally ran out during another amorous escapade.

This time the recipient of his unwelcome advances made her escape across the road, through the barbed wire entanglement and onto the beach — hotly pursued by Brownie, who unfortunately met a violent end, proving the deadly efficiency of the mined beach. — **G. K. Popely**, Peterborough.

## Photo call for Jack —

In the good old, bad old days when the corridors and office walls of our shore establishments were less cluttered with glossy posters, a regular sight amid the framed photographs of ships was a framed photo of a sailor in uniform.

What has happened to 'The Greatest Single Factor'? In the perception of today's Navy is the 'sailor' no longer regarded in the same light?

In these rapidly changing times, have we lost sight of the key to the historic quality of the Royal Navy? — **Cdr I. Inskip**, Area Security Officer, FO Plymouth.

## — and for more mail

I HAVE been an avid reader of Navy News for the whole of my naval career and each month look forward to the letters page.

Lately there has been a marked decline in the number of letters printed from serving personnel and an increase in those from old sailors and Navy enthusiasts.

All these may be interesting to a lot of people and deserve to be printed — but surely there should be more from serving personnel, putting their views and asking questions about today's Navy and its future?

— **Std J. R. Lavery**, First Sea Lord's Retinue.

I couldn't agree more. See *Newsview*, page 14 — **Ed.**

**LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.**



### Navy News

No. 479 41st year

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# Ark makes a dynamic impact

AN ARMADA of 93 warships from 10 NATO countries recently took part in the largest NATO maritime exercise of its kind since the end of the Cold War.

Exercise Dynamic Impact 94 was designed to test NATO's ability to protect her sea lines of communication in the Mediterranean and carry out a major amphibious operation.

HMS Ark Royal, now back on station in the Adriatic, led the RN contingent which included HM ships Edinburgh, Coventry, (see also page 15), Avenger, Fearless, Beagle and Sandown supported by RFA's Fort Austin, Orangeleaf, Sir Tristram, Sir Geraint and Sir Galahad.

The exercise marked the last major deployment for the Navy's remaining Type 21 frigate HMS Avenger. During Dynamic Impact she demonstrated the versatility and accuracy of her gunnery system, firing 200 rounds in support of the amphibious landings.

Last month, the ship's company of HMS Ark Royal finally

made it to Corfu, a visit delayed earlier in her deployment when she was called on to support UN deadlines in Gorazde.

*One of Ark Royal's two bells was inadvertently offered up for auction last month — and recalled after protests from the ship's company.*

Many took advantage of the good weather to take part in a four-day sailing expedition while others visited the memorial to sailors killed when the destroyers HMS Saumarez and Volage were sunk by mines.

The ship's last night in Corfu was enlivened by the medical evacuation of a diving casualty from the submarine USS Cincinnatti who was taken to hospital in Italy by a helicopter from 820 Sqn.

The following morning Ark Royal was again on hand to provide further medical assistance to USS Cincinnatti when one of her sailors developed a heart complaint. After treat-

ment he was transferred by an 820 Sqn.

● A helicopter from 845 Sqn, called upon with two other Sea Kings to help evacuate casualties from Gorazde, had its fuel tank ruptured by a small calibre round while carrying out its mission.

"Although losing fuel, we were able to make it back to Kiseljak," said Lt Neil Thompson, pilot of the damaged aircraft.

"The crews were initially apprehensive at flying into Gorazde so soon after the ceasefire but were proud and eager to be able to play such an important and humanitarian role on the world stage."

Operating alongside Puma aircraft of the French Army Helicopter Squadron the Sea Kings helped in the evacuation to Sarajevo of over 190 casualties and their families.

## Trigger happy

READY with her finger on the trigger is Lady Hill-Norton who claimed two firsts during HMS Richmond's Contractors Sea Trials off Tynemouth — she was the first to fire Richmond's 4.5in gun and the first Lady sponsor to join the ship during trials.

Also on board the 10th and latest Type 23 frigate was Commodore Naval Ship Acceptance, Commodore Taylor, who conducted one of the firing serials himself.



## If the cap fits



LIEUTENANT General Robin Ross, Commandant General Royal Marines, is pictured above presenting an "honourable" Green Beret to the incoming COMAW, Commodore Richard Bridges.

## Carrier performs starring role

FRESH from her refit at Devonport HMS Illustrious returned to her home port of Portsmouth last month to take pride of place at Navy Days over the late May Bank Holiday.

Alongside HM ships Liverpool, Active, Avenger, Hecla, USS Normandy, BNS Wandelaar and HMCS Toronto she was open to visitors during the three-day event.

HMS Illustrious was also due to play an important role during the D-Day commemorations at the beginning of this month, firing a 42-gun salute and heading the line of British and foreign ships anchored at Spithead when they were reviewed by The Queen and other Heads of State embarked in Britannia.

(● Liberty ship on view — see page 9)

## New head at RFA

COMMODORE David Squire has taken up his new appointment as Commodore Royal Fleet Auxiliary Service replacing Commodore Richard Thorne who retired last month after 38 years with the RFA.

Commodore Squire joined the RFA in 1963 as a Deck Apprentice and served worldwide in many RFAs. In 1993 he became the first CO of RFA Fort George (which, along with her sister ship Fort Victoria, are the RFAs latest and larger AOR class ships) following a period as trials Master for both vessels.

## JACIG OPENS ODESSA FILE

INSPECTING one of 64 T-64 tanks at the 84 Mechanised Brigade based at Perevalnoye, in the Ukraine, is POA(AH) Will Scarlett from the Joint Arms Control Implementation Group (JACIG).

The visiting group, which had a distinct naval feel to it, was led by Cdr Ron Edmonds and also included Major Viv Gwillim, RM, WO2 Paul Jobling RM and POA(METOC) Nev Townsend.

As part of the Conventional Armed Forces in Europe (CFE) Treaty they were in the Ukraine to inspect active army units, and along with the T-64 tanks, they examined 77 BMP-1 Armoured Infantry Fighting vehicles.

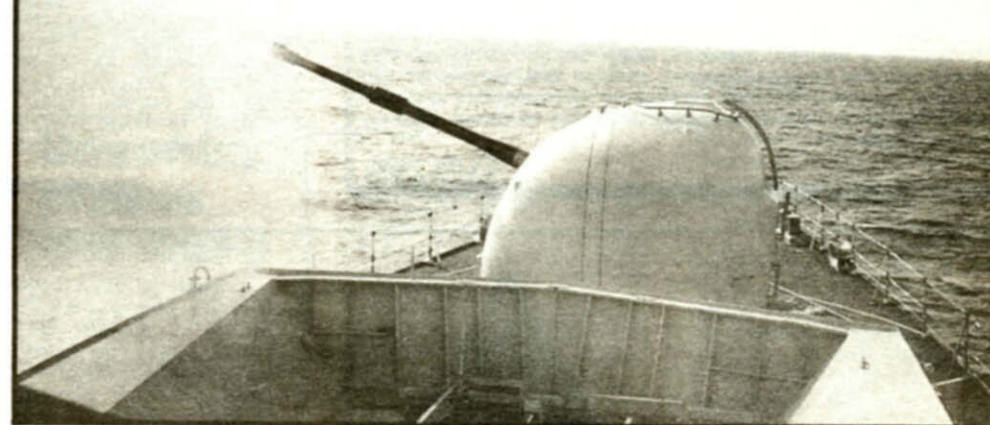
### HMS Tiger

On completion of the inspection the team took a cultural tour of Odessa and visited a cannon from the wreck of HMS Tiger which was sunk off the Ukrainian coast by artillery fire in 1854.

On return to RAF Scampton, where JACIG is based, the group dispersed again with Cdr Edmonds carrying out a Vienna Document evaluation in Azerbaijan and Major Gwillim undertaking further lan-

guage training in Garmisch, Germany. WO2 Jopling joined a French-led team on a reduc-

tion inspection in Russia while PO Scarlett led a reduction team in Romania.



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## H.M.S. VICTORIOUS

To commemorate the commissioning of the fifth HMS VICTORIOUS a 10in fine bone china plate has been commissioned with Spode, in a limited edition of only 500. The plate depicts the ship's "Guardian Angel" crest and is inscribed with her eleven Battle Honours together with her motto - Per Coelum et Aequorum Victrix - Conqueror Through Sky and Sea. The cost of each plate is only £35.00 (inclusive of insurance, carriage and VAT). Further details and sample artwork can be obtained from:

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# Trust awards 'super grant'

THE NUFFIELD TRUST for the Forces of the Crown have invited applications from the Royal Navy for the award of a "Super Grant" to be made available next year.

One grant is to be made to each Service every third year and the size of the grant is increased every third year when it is the Navy's turn. The grant available in 1995 is expected to be in the region of £265,000 and the actual amount will be decided by the trustees in the light of the proposals forwarded.

The Navy is required to forward preliminary proposals to

the Secretary of the Trust for the trustees' formal consideration by the year's end. The grant will normally be for a "fixed asset" and will only be considered for establishments within the UK where, in the opinion of the trustees, there is adequate security of tenure.

As a general rule, fixed assets to be considered on MOD property will be considered only when the project is to provide a synopsis sports facility

which does not qualify for public funding. It is not appropriate to submit an application for a facility which is eligible for public funding.

Commanders-in-Chief and Commandment Generals Royal Marines are advised to consider particularly major projects which, if above £265,000, could receive financial assistance from a number of sources including the Sports Control Board, the Sailors' Fund, the Fleet Amenities Fund and the Fleet Recreational Fund.

Submission of projects should be made by September 1 to DNSC/DNPF (2SL/CNH) — if more than one project is forwarded an order of priority should be indicated. The Second Sea Lord will make the final selections and submit the chosen project to the Nuffield Trust for preliminary consideration by the trustees.

Once the trustees' decision as to the suitability of the project has been given the organisers of the selected project will be required to prepare detailed proposals and resubmit them through the original chain of command to DNSC/DNPF for final approval by the trustees.

DCI RN 87/93



## Anyone for tennis?

THE ANNUAL RN Lawn Tennis Championships will be played at USSG Courts, Portsmouth, commencing July 16, with the finals played on July 19.

Earlier that month the RN Windsurfing Championships, hosted by Portland Branch of the RN Sailing Association, will take place at Boscowen Sailing Centre, Portland on July 2-3. Entry is open to all RN and RM and QARNNS personnel, MOD civilians and dependants. Further details and entry forms are available from establishments windsurfing representatives or Lt Cdr C F Brooks (PNB 24728), CPOWEA D Strudwick (PNB 8871274) or Lt Cdr I Plant (Prospect House 53722).

Portsmouth branch of the RN Sailing Association will host the Inter Services windsurfing championships on October 8 at RNAY Fleetlands, Gosport. Further details are

available from the above-mentioned personnel.

DCI RN 87/93

## Write stuff

CONTRIBUTIONS are required for the Winter 1994/95 issue of the Review of Naval Engineering.

Suitable articles with rough drawings and photographs (negatives not required) should be forwarded to reach the Editor, Review of Naval Engineering, HMS Collingwood, Fareham, Hants by June 13.

DCI RN 80/86

## Course of events

A FULL list of courses on Salvage, Mooring and Marine Environmental Services Pollution Response which are to be held during 1994/95 at Marine Services School, Navy Buildings, Eldon Street, Greenock is now available.

These courses are intended primarily for personnel of the Marine Services organisation, including Royal Maritime Auxiliary Service (RMAS), Salvage and Mooring Officers (SALMO), together with RN officers and civilian staff involved in Marine Services Management.

Applications for places in the above categories are to be made by local Marine Services Management authorities to the Officer-in-Charge at the School, with a copy to CE9MS).

DCI RN 87/93

## Paddle power

THE ROYAL Navy Kayak Association (RNKA) will hold their Alpine Summer Meet in Austria, Switzerland and Germany on August 6-28. The Meet will be based at Prutz, Austria, and participants will be on duty while engaged in canoeing events authorised by the Meet Officer.

The aim of the Meet is to train RN personnel in Alpine canoeing skills and river leading and there will be opportunities for assessment for British Canoe Union (BCU) qualifications.

All RN, RM and QARNNS personnel are eligible to attend, subject to a minimum personal skills standard BCU two star (basic strokes and manoeuvres, capsize drill, deepwater and Eskimo rescues). A small number of non-canoeists are also welcome to participate in supporting roles as driver, caterer, photographer etc.

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# Home from home on the range

NUCLEAR fleet submarine HMS Spartan has completed a deployment to the Atlantic Underwater Test and Evaluation Centre (AUTEC) during which she visited ports on the Eastern Seaboard of the United States.

First call after her Atlantic crossing was Fort Lauderdale, Florida where during a four-day stand-down the crew were guests of Broward County Navy League. Activities included an official reception and a rugby match against a team of ex-patriates.

During her subsequent four weeks on the range, Spartan operated with the Type 23 frigate HMS Argyll and RAF Nimrod maritime patrol aircraft. There was, however, time to visit the Bahamian island of Andros and, before she recrossed the Atlantic, the port of Halifax, Nova Scotia.

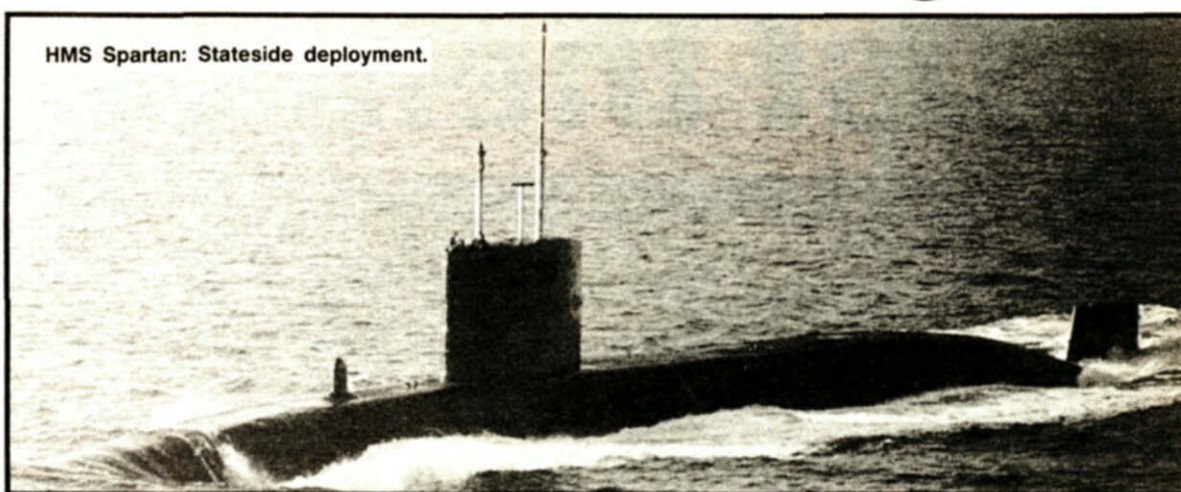
The five-day stand-down in Halifax was one of nostalgia for the boat's commanding officer, Cdr Paul Robinson, who spent 1979-80 on exchange with the First Canadian Submarine Squadron.

● Following a minor leak of radioactive tritium in the nuclear-powered submarine HMS Valiant, 33 of her 125-strong crew were routinely tested for contamination.

The leak was well below the level at which it would have been necessary to report the matter under international regulations. However, the 33 crew members and six shore-based maintenance personnel were checked to provide them with reassurance.

Results, analysed by the Defence Radiological Protection Service, showed that any doses received were insignificant.

HMS Spartan: Stateside deployment.



## Bulldog best of survey breed

FOR THE second time in three years HMS Bulldog has been named the best ship in the Hydrographic Surveying Squadron.

Her commanding officer, Lt Cdr Trevor Horne, received the Hope Trophy presented by Commodore John Lippiett, Chief of Staff to Flag Officer Surface Flotilla.

The trophy, a silver dish mounted on wood from HMV Britannia, is presented annually to the ship of the survey ship which achieves the highest level of operational effectiveness.

### Praise

Last year Bulldog completed a short-notice survey off Barrow-in-Furness, providing results within 48 hours; she conducted a tidal stream survey for the Battle of the Atlantic Review in Liverpool Bay — and then received praise for her conduct as media ship for more than 60 of the world's press covering the event.

She acted as host ship for Staff College Sea Days off Portsmouth and took part with great success in the major NATO exercise Solid Stance.

## Bell for Onyx

HM submarine Onyx, now permanently open to the public at Birkenhead, has acquired a brand new bell, thanks to local MOD contractors Wirral-Stone Manganese Marine Ltd.

It replaces Onyx's original bell which cannot be traced.

# MINE-BLOWING EXPERIENCE

WHEN a boarding party from HMS Bicester routinely inspected a Belgian trawler they found something distinctly more fishy than fish in the nets...

The Belgians had just dredged up a World War II German ground mine which had lain undisturbed on the sea bed for more than 50 years.

Fortunately, as Bicester is a minehunter as well as fishery protection vessel, the trawler had the right people on hand to deal with the emergency — and the boarding team led by the ship's first lieutenant, Lt Rob Cornick, quickly called on the expertise of the ship's divers.

Having freed the 600-lb mine from the nets, the boarding-cum-disposal team returned it to the sea bed to carry out a controlled explosion. The relieved Belgians watched from a safe distance as the blast threw up an enormous column of water.

During May Bicester also took part in Exercise Resolute Response which involved 90 ships and 250 aircraft. Designed to test NATO's readiness and effectiveness in the face of a crisis, the multinational exercise took place in the Iberian Peninsula sea area and was linked to Exercise



Belgian fisherman watch as the World War II mine they netted is given a spectacular send-off by HMS Bicester's divers

Dynamic Impact in the Western Mediterranean (see page 7).

Later in the month Bicester spent a ten-day local support period in Gibraltar and was due back in UK by the beginning of June.

While on passage to The

Rock the ship's company undertook a five-day non-stop row on the ship's rowing machine which was bought using grants from the Gosling Fund and the Sports Lottery.

The sponsored row was in aid of a new X-ray department at Bicester Community Hospi-

tal, as was an earlier project, a 100-mile cycle ride from Bicester to Portsmouth.

The ship's company have set themselves the target of raising 10 per cent of the cost of the new unit, and will add to the total with a sponsored Top of the Rock Race.

## Brum's back

SHARP Guard ship HMS Birmingham returned to Portsmouth on May 20 after completing a three-month deployment enforcing UN embargo resolutions in the Adriatic.

Birmingham took part in Operation Sharp Guard as a member of Standing Naval Force Atlantic. It was her fifth Adriatic deployment since the conflict began in the former Yugoslavia.

During her patrol she notched up her 1,000th rapid roping operating.

● See also our "Navy in the Adriatic" — page 15.

## Liberty ship arrives

D-DAY veteran ss Jeremiah O'Brien will be open to the public during Navy Days on May 28-30 before taking part in the naval review off Spithead on June 5.

The only unaltered, operational Liberty ship in the world, the O'Brien was brought out of mothballs by a team of volunteer merchant mariners to be declared a National Historic Landmark by the US Congress in 1980.

Other D-Day anniversary events include:

The Royal British Legion's "D-Day Fund in aid of the Poppy Appeal," with collections taking place until the end of June.

A commemorative service at Chichester Cathedral at 3pm on June 5.

"Golden Rollers" free bowling offered to veterans of World War II and partners by GX Superbowl (opposite HMS Collingwood), Fareham at 0930 to noon on June 3.

## Captains start the spadework

WORK on the Navy's new Air Engineering School gets off to a powerful start as the commanding officers of both HMS Sultan and HMS Daedalus cut the first sod.

Capt David Newberry (left) of Daedalus and John Covell of Sultan joined forces to mark the start of building work for the new school which is being relocated from RN air station Lee-on-Solent.

The complex will include an administration building and a PT and recreation centre, while two old hangars will be converted to their former use.

Work is due to be completed by the end of July next year and the school is expected to move from Daedalus by spring 1996.

On the same day as the sod-cutting ceremony, personnel from Daedalus and Sultan exercised their right of entry into the Borough of Gosport as part of

the local authority's D-Day anniversary celebrations.

Personnel from HMS Centurion, HMS Dolphin and RN Hospital Haslar also took part in the parade.

### Divisions

Earlier, Admiral Sir Michael Layard, fulfilled his first official function as Second Sea Lord when he inspected Divisions at Sultan.

Another notable first for the Engineering School was the passing out of the first Leading Wren Artificers — LMEAs Dawn Jennings and Deborah Mullan. Both have been drafted to HMS Manchester.



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# Trust them to get it right



THIS year has been a record-breaker for the RN branch of the Handicapped Children's Pilgrimage Trust with 73 helpers and children, including LEN Lisa Passage (RNH Haslar), David Sullivan and Sara Hill (left) proudly displaying their "uniform" of RN sweatshirts and brightly-coloured bobble hats to the other visitors to Lourdes.

Under the capable leadership of WOs Peter Riley (HMS Raleigh) and Andy MacDonald (HMS Drake), CPOA Simon Higginbottom (HMS Heron) and POW(Q) Sharon Connell-Malcolm (HMS Cochrane) the teams made up the largest single contingent and certainly kept the Navy in the public eye!

While the weather may not have been particularly kind the children enjoyed a variety of treats including a fancy dress party, a magic show, a piano concert and a trip into the mountains and with so many willing and cheerful helpers to hand even those normally confined to wheelchairs had a go on the makeshift sledges.

It was a tired but very happy gang of children who returned to the UK at the end of an energetic week and while the children had been enjoying a holiday of a lifetime their parents, back home, had enjoyed a well-earned rest, confident in the knowledge their offspring were in capable and caring hands.

## WHEELS OF FORTUNE



RIDERS from 800 NAS recently completed a 100-mile sponsored cycle from RN air station Yeovilton to the Sarah Duffen Centre in Portsmouth, taking just under eight hours to complete the journey and suffering from nothing more than a couple of punctures and a few aching bodies!

The event also raised £1,000 for the centre which conducts research into Down's Syndrome and provides support and advice to the families of sufferers.

The ride was organised and led by LAEM Simon Weait, pictured above, third from left, who, along with Lt Andy Lewis, AEM Steve Bright, POAEM Kim Floyd, LWTR Sandy Saunders (with daughter Lexi who attends the centre), AEM Steve March, WAEM Audrey Stevenson and CPO Dean Gough presented the cheque to director of the centre Sue Buckley.

Not in the picture (due to temporarily getting lost!) but who also participated and eventually finished were CPO Gaz Gaston, POAEM Brian Mills and LAEM Dave Skiddy.

Picture: LA(Phot) Mick Storey

## Superb effort

DURING HMS Superb's period alongside in Faslane the Mayor and Council representatives from Stafford visited their affiliated submarine and received a cheque for £300. The money, which will go towards the Mayor's charity fund, was raised by a team of "superb" riders who completed a Norfolk (UK) to Norfolk (USA) cycle ride on exercise bikes during the submarine's visit to Norfolk, Virginia.

Twelve ratings from the Fleet Support Unit, Rosyth, HMS Cochrane and HMS Neptune battled through gale force winds, snow, hail and rain and raised over £1,000 for the Handicapped Children's Pilgrimage trust during their run to the RNR unit HMS Calliope, in Newcastle upon Tyne. A further £400 was also raised by naval wives at the Naval Families Club, Rosyth and by a collection in the naval base.

The ship's company of HMS Cromer were given a warm welcome by children from the Sufield Park Infants School, during a visit to their affiliated town of Cromer. After handing out hundreds of "zaps" they were able to see children with special needs from the Rainbow class getting to grips with a new computer. HMS Cromer recently raised £310 to help pay for the equipment.

## Bring on the 'clean machine'



UP TO their elbows in "muck" are a team of engineers from HMS Defiance, (main picture) who answered a call for help from The Plymouth Groundwork Trust.

WEM Jonna Jones, CPO Mark Harrison, CPO Steve Grosvenor and WEM Hoss Cartwright helped construct half a mile of track through woods and across a stream at the Leonard

Cheshire Home at Tamerton Foliot. Meanwhile members of HMS Glasgow's ship's company sent in a group of volunteers to assist the Friends of the River Kelvin in a clean-up operation.

LWTR Sinclair, WEM(R) Wilson, WWTR Stowe and STD Munro (inset) spent a weekend pulling shopping trolleys, car tyres and a range of gash from the river.

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# Premier club scores highly in Cornwall

## China Fleet has a healthy outlook

**REDEVELOPMENT** plans for a new sports hall, fitness suite and improved conference and banqueting facilities for up to 500 people have been approved at the China Fleet Country Club, an indication that the success of Cornwall's major sports and leisure development is continuing to gather pace.

A further investment of £250,000 has also been made at The Riverside Golf World which houses a 28-bay floodlit driving range and a golf and leisurewear shop. The range includes distance markers, splash targets and chipping nets and those golfers jealous of the world's number one, Nick Faldo, can vent their frustration by aiming their drives at a 12-foot replica of the British superstar!

Since it opened in 1991 the club has attracted a steady clientele of Service families, golfing enthusiasts and many local Service wives who take advantage of the leisure facilities, playgroup and creche.

"This place is a godsend for Navy and Marine wives who live in the area," says Carol Ball, whose husband WEM(O) Ray Ball is currently serving in HMS Drake and is due to join

HMS Coventry next month.

"For a £14 a month Leisure Pass we get to enjoy most of the facilities and it provides an excellent place to meet up with friends when our husbands are away on deployment."

### Tamar

The 180-acre site is built on the peninsula of land on the western side of the River Tamar, just north of Saltash, with views across the river to Dartmoor in the north and to the hills of Cornwall in the south west.

The historic Skinham Farm and Barn were carefully restored and incorporated into the development and now house the Farmhouse Restaurant which is also due for expansion, thanks to its fast-growing reputation among local gourmets!

Accommodation is based around 40 cottages/apartments, ideal for Service families who wish to spend a holiday in the West Country or perhaps stay for a few days while husbands' (or even wives') ships are alongside in Devonport naval base.

Facilities at the club include the 72-par 18-hole golf course, which has hosted a number of Navy, Marine and Inter-Service tournaments, squash courts, all-weather tennis courts, a traditional skittle alley and a leisure pool with four 25 metre swimming lanes and a 75ft flume.

Those requiring less energetic pursuits can be pampered by beauty therapist Ann Green-shields (another local Navy wife, whose husband serves in HMS Tireless!) and by Vanessa Luscombe, who offers massage and aromatherapy.

General Manager Dave

O'Sullivan, who served 22 years in the Navy, has voiced a commitment to upgrade and expand the development.

"The China Fleet Country Club is an outstanding facility and we now want to put it firmly on the map," he says. "This will give the club its rightful regional prominence and in turn help to maintain a thriving membership."



Teeing off at the 28-bay floodlit driving range



Plenty of room for serious swimming in the leisure pool as well as fun in the Lagoon.



The China Fleet Country Club boasts a challenging 72-par 18-hole golf course with views over the River Tamar.

## Win a country break

**ANSWER** the three questions below and you could win one of six breaks at the China Fleet Country Club — 1st prize: A week's holiday in a four-berth apartment; 2nd prize: A weekend break (bed and breakfast) in a four-berth apartment; Five 3rd prizes: A mid-week break (bed and breakfast) for two people.

Send your entries, to arrive no later than July 15 1994, to Country Club Competition, The China Fleet Country Club, Saltash, Cornwall PL12 6LJ.

### Competition rules of entry:

1. No cash alternative will be offered.
2. Holidays must be taken by the end of March 1995.
3. The decision of the judges (The China Fleet Country Club) is final and no correspondence can be entered into.
4. Employees of Navy News, The China Fleet Country Club and Portsmouth Publishing and Printing and their relatives are not eligible to enter.
5. Entrants may submit only one competition entry and must use the competition voucher.
6. The competition is open to all readers.
7. The competition closes on July 15 1994.
8. Winners will be notified by July 29 1994.
9. A list of winners will be published in the September issue of Navy News.
10. The promoter of this competition is The China Fleet Country Club and not Navy News.

### COUNTRY CLUB COMPETITION

1. What famous Antarctic explorer was born on 6 June, 1868?

2. Which Admiral of the Fleet, who led a round-the-world expedition in which 1,300 men were lost through disease, died on 6 June, 1762?

3. Who was the victor of 'The Glorious First of June' in 1794 — who earlier led the attack on St Malo on 6 June, 1758?

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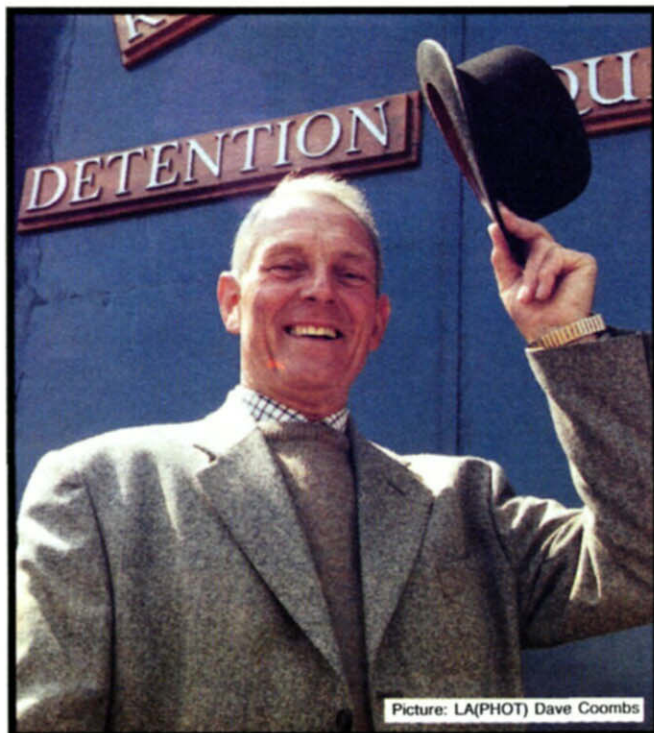
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Picture: LA(PHOT) Dave Coombs

## Runner cut the strings

NOW plain "Mr" Bean after nearly 48 years' service in the Royal Marines is newly retired Colour Sergeant William Bean, known to his friends as "Runner."

Runner joined RM Deal in August 1946 and his service has taken him around the world. He served in HMS Glory during the Korean War, witnessed the first H-bomb tests in the Pacific, was in Cyprus for the start of the Lebanon crisis in 1958, and spent time in the 1960s in the Middle East.

Since 1969 he has been on the staff of the Royal Naval Detention Quarters in Portsmouth.



## KEY APPOINTMENT FOR LANCASTER

ON HER first port visit after leaving the Royal Yacht — for which she'd been acting as guardship — HMS Lancaster called into Key West in Florida. Members of the ship's company grabbed the chance where they could to explore the holiday playground.

Among them were RO1(T) Tim Sparling and RO1(U) Jamie Smith, who took to the air to get the best view of all of the long string of keys. Jamie Smith is pictured (above) making a tandem jump from 10,000 feet over Sugarloaf Key.

He is attached to parachute instructor Jose Melen-

dez of Skydive Key West.

As guardship to HMY Britannia, in which the Queen and the Duke of Edinburgh were embarked, HMS Lancaster visited Belize, Grand Cayman, Jamaica and Nassau. At the end of the duty, the Queen commanded "splice the mainbrace" for the ship's company.



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Other (Please specify) \_\_\_\_\_

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## First and last

ON BOARD HMS Resolution, the oldest of Britain's Polaris submarines, as she returned to the Clyde Submarine Base after her final deterrent patrol, was Capt Mike Henry, her first commanding officer.

He is pictured (above) on the left with the CO taking Resolution into retirement, Cdr Jonty Powis.

Sponsored by the Queen Mother, HMS Resolution was launched in September 1966 and commissioned in October the following year. She holds two commendations from the Commander-in-Chief Fleet for the longest deterrent patrols by British Polaris submarines — both of which saw her at sea for over 100 days continuously.

Cdr Powis is now to command HMS Victorious, soon to

arrive at the Clyde Submarine Base to take HMS Resolution's place in the forefront of the defence of the United Kingdom.

● Tickets for the decommissioning ceremony at Clyde Submarine Base on July 19 are available to all ex-members of the ship's company; send a SAE, your name, rate and dates served to the Executive Officer, HMS Resolution, BFPO 373. There will be a dance that evening at the Marriot Hotel, Glasgow. Tickets, approximately £17.50, are also available from the above address.



## CRYSTAL GAZING

WATCH Channel 4's "Crystal Maze" on June 9 and August 11 to see how LCK Martin Campbell and his sister-in-law DSA Alison Goram fare. Martin works in HMS Neptune's wardroom galley and Alison in HMS Collingwood's dental surgery.

## Holbrook 'old girl' passes out of BRNC



FIRST "old girl" of the Royal Hospital School, Holbrook, to pass out of Britannia Royal Naval College, Dartmouth, Mid. Lucy Vollentine is also among the first female officers to serve on board a fishery protection vessel.

The actual groundbreaker was Lt Claire Vincent, who served in HMS Alderney.

Lucy and fellow Midshipman Sara White are broadening their sea-going experience in HMS Shetland before moving on to HM ships Inincible and Cumberland respectively.

Pictured (above) at Dartmouth is Mid Lucy Vollentine. Prince Charles carried out the inspection and stopped and talked to her briefly.

## YO, BRO!

SERVING together in HMS Chatham for her six-month Adriatic deployment were OM(AW) Bernie Cooper (armed with the screwdriver) and his younger brother, Philip, a Radio Operator.

The brothers share a passion for sport and both enjoy motorcross when they can. Their older sister, Sarah, is also a member of the Senior Service; she's a Wren Radio Operator currently serving at RM Condon in Scotland.

● LWEM(R) Robin Grigg is currently serving in HMS Exeter on Adriatic patrol. The Type 42 destroyer will pass the task this month to Type 22 frigate HMS Cornwall and among her ship's company is Robin's brother, LAC Andy Grigg.

PICTURED (sitting centre) with members of the Admiralty Interview Board, with which she has served for 17 years, is Mrs Bernice Harby. As Records Officer, Bernice has seen well over 30,000 prospective officers pass through the AIB.

It was back in 1951 that Bernice began her connections with the Royal Navy, when she joined as a Wren Telegraphist. In 1955, while serving in Malta, she met her future husband, Roland, a submariner.

After leaving the WRNS, she joined the WRNR and later the Civil Service. She worked at Royal Clarence Yard as a typist and later served in RNH Haslar, CINCPACVHOM and HMS Centurion, before moving to the AIB.

● Cdre Ian Craig, the Director of Naval Recruiting, was guest speaker at a farewell dinner for WOWTR Ivan Newton at RAF Pitreavie.

In a career spanning 42 years Ivan has served in 20 ships and establishments — as a Warrant Officer for almost 20 years. The majority of his UK service has



been spent with the "Scottish Navy".

He joined the RN and RM Careers Service in 1979, serving in the Edinburgh office. In 1989 he moved to the Regional Careers HQ at Rosyth, where

he has been Office Manager.

Ivan and his wife, Doreen, enjoyed a second farewell dinner the following evening, attended by staff of the Regional Careers HQ, and spouses.



## A subtle hint?

EX-DEVONPORT Field Gunner PO(D) Dave Bateman was so overwhelmed by the welcome he received on being drafted to Portsmouth that he painted the bonnet of his car with the badge of the Portsmouth Field Gun crew.

He said he was so impressed he was now hoping for a place in the Pompey crew, "if they'll have me."

"I thought by painting my car bonnet I would quiet any 'Doubting Thomas'. I can't think of a prouder moment in my naval career than pulling on that blue tracksuit for the first time," he said.



# People in the News

## Office supremos retire



## LORD RECEIVES A PRIZE FROM POPE

AS THE student who made the greatest contribution to his course, S/Lt Richard Lord was presented with the Royal Oak Shield by the Dorchester-based brewers Eldridge Pope.

Richard underwent Lynx training (course 60) with 702 Squadron based at RN air station Portland.

The presentation, made by Mr Jeremy Pope, Eldridge Pope MD, took place during

an evening of celebration organised by the brewery for 702 Sqn students, staff and families.

Richard, who has been flying helicopters for over three years, has now joined the destroyer HMS Liverpool.

## In the deep end

PAYING careful attention to Lt Ian Davies' introduction to the mysteries of hydrography is Rear Admiral Nigel Essenhigh, the new Hydrographer of the Navy.

The lesson took place on board the coastal survey vessel HMS Bulldog, a ship packed

with high tech equipment, including differential geographical positioning system and automated survey data processing.

Admiral Essenhigh, a navigator by specialisation, is the first non-hydrographic branch officer to hold the appointment Hydrographer of the Navy since Admiral Parry, the polar explorer, in the 1820s.

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"Say, babe — didn't we hit some beaches together back in '44?"

## NEWSVIEW

### 'Let thy speech be short' — but not too short

THIS month we mark the 50th anniversary of D-Day — and the 40th birthday of Navy News. We cover the first occasion with a second souvenir supplement based largely on personal reminiscences supplied by our readers. Over 300 were received — and we were able to include nearly half of them, in one form or other.

The second event will be celebrated on board HMS Invincible with the launch of a new album of stories and photographs from our archives, 'More Navy in the News' — the first, released in November last year, having proved to be a minor best-seller for Her Majesty's Stationery Office.

Both of these publications have something important in common — they reflect the willingness of our correspondents, past and present, to record their impressions for the benefit of posterity.

There is a danger that this trend may not continue — not at least to the same degree.

Last month one of them bemoaned the fact that our letters pages lately seem to be crowded with contributions from those who served in yesterday's Navy — and it is a point well made (see page 6).

'More Navy in the News' features a selection of cartoons by Tugg Willson illustrating one of his perennial themes — the writing of letters home.

'Jack' has always had a lot of trouble with his correspondence. He looks forward to getting his mail, but he's not much of a scribe himself — most of his effort goes into inventing excuses for not putting pen to paper.

His future biographers may find a problem here — letter writing is a dying art in the age of the telephone and the video recorder. And the long-term durability of video tapes and modern colour snapshots is currently the subject of concerned speculation.

The researchers who have been tasked with putting the events of half a century ago into their proper perspective have had the benefit of a wealth of original reportage — we have reviewed the results in our books pages — and they have thereby been able to bring history alive with a brilliance that no amount of purely academic analysis could achieve.

Will future historians be able to produce the same effect with the written legacy of the Falklands, the Gulf War and the Adriatic?

Navy News relies substantially on the ability of its contributors to impart their impressions of life in today's Navy — and must continue to do so if it is to extend its appeal into the next millennium.

We don't ask for much — in the TV age 'sound bites' have replaced lengthy debate in focusing public opinion, and perhaps that is no bad thing. But keep it coming.

'Let thy speech be short, comprehending much in few words' (Ecclesiasticus 32.8) is a maxim all naval commanders, past and present, have appreciated at the morning briefing session.

Navy News could perhaps do with a bit more, though.

## EDITING for INDUSTRY AWARDS 1994

# Triple-X in BAIE ballot

HOT FOOT from South Africa, where he had been acting as an observer in the recent elections, former Labour leader Neil Kinnock put in a multiple vote for Navy News in the British Association of Industrial Editors' Editing for Industry Awards at the Balmoral Hotel, Edinburgh.

Some 1,288 publications took part in the 1994 competition — the second-biggest entry in more than 40 years — and Navy News collected three of the prizes in the 14 classes.

In the Best News Story category an Award of Excellence was made for Deputy Editor Anton Hanney's 'Double Bust' lead in last December's edition, reporting anti-drugs operations by HMS Avenger and HMS Active.

Certificates of Merit were collected for Picture Editing and in the Best Feature section — for Editor Jim Allaway's review of the Battle of the Atlantic, published last May.

### Unique record

These bring the total of awards to Navy News since it first entered the lists in 1972 to 65. Not a year has passed since then in which it has failed to score — a unique record, the BAIE assures us.

There are now four times as many entries as there were a decade ago.

"There is little doubt in my mind that the standard has dramatically improved over recent years," said Editing for Industry Awards Chairman Alan Peaford.

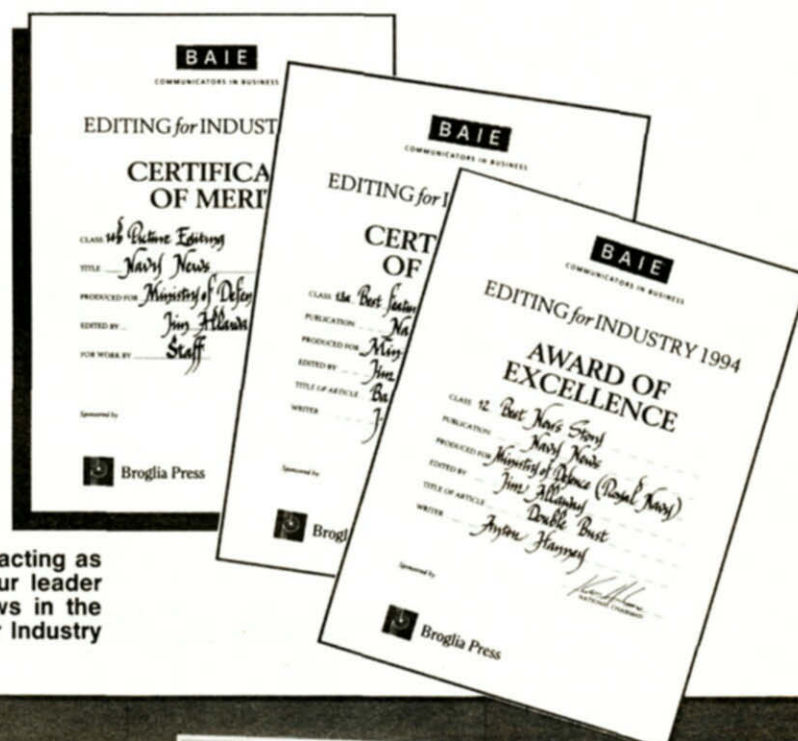


"The common complaint to the judges is that they have said nice things about an entry — but it still didn't win an award.

"This is because the stan-

dard is so high. The judges will say that often the difference between the top ten entries is so small it is almost impossible to differentiate the award winners."

● Members of the Navy News team pictured at the ballot box with Neil Kinnock are (left to right) Jim Allaway, Lisa Taw (accounts) Pat McCarthy (PA), and Anton Hanney.





# BOEING PILOTS JOIN ARK AIRWAYS



TWO BOEING pilots have been playing their part in flying for the Royal Navy task group in the Adriatic.

Normally Kevin Mulhern and Clive Jackson operate at the controls of British Airways jets, Kevin flying Boeing 757s and 767s, and Clive the 747-400 model.

But as lieutenant-commanders in the RNR they volunteered to spend a fortnight with 820 Naval Air Squadron operating from HMS Ark Royal and RFA Fort Grange.

Clive was allocated to the flight of two Sea King Mk.6 helicopters in Fort Grange where he was occupied in the transfer of supplies to task group ships, clocking

up his 700th deck landing in the process.

Meanwhile Kevin was based in Ark where he refreshed the skills he learned as a Fleet Air Arm pilot in the 1970s.

At that time both pilots flew together in 826 NAS and after going their separate ways met up again as BA employees in 1988.

As a reward for their hard work for the task group, the squadron arranged for them to make a flight together, during which they undertook several deck landings and exercised low-visibility approaches.

Afterwards, Kevin was heard to comment that Clive's handling of a Sea King had not changed in 20 years. "It's still awful," he said. "Awfully smooth!"

Boeing pilots Clive Jackson and, on his left, Kevin Mulhern. The RNR officers are pictured (right) carrying out deck landings on board HMS Ark Royal.



## Olwen's Odyssey is over

FLEET tanker RFA Olwen has returned to Portsmouth after a year and four months in continuous support of Adriatic operations.

On her marathon deployment Olwen steamed 68,250 miles — equivalent to two and a half times around the world — and supplied fuel to 49 different ships of 12 nationalities.

She replenished them with 75,018 cubic metres of diesel oil and 11,756 cubic metres of aviation fuel.

During the latter part of her deployment, Olwen raised £3,300 for Great Ormond Street Hospital.

# Chatham in brush with Yugo Navy

HMS CHATHAM was in the forefront of a close encounter with ships of the Yugoslav Navy when for the first time they interfered with a maritime embargo operation in the Adriatic.

Three missile-armed Yugoslav vessels were involved in the incident on

May 1 when a Western alliance task group was taking action under operation Sharp Guard.

Nato and Western European warships under the command of Commodore Alastair Ross RN had intercepted a Maltese-registered oil tanker, the Lido II, in international waters. The vessel was apparently heading for the Federal Republic of Yugoslavia which is subject to

UN embargo resolutions.

The Soviet-built Yugoslav warships — a Kotor-class frigate and two Koncar-class fast attack vessels — approached the Lido II as it was being diverted, in company with Sharp Guard ships, back to southern Italy.

The tanker had departed Brindisi loaded with 45,000 tons of fuel oil which she claimed to be carrying to Croatia. At 0440 on May 1 she reported flooding in her engine room and declared her intention to beach on the Albanian coast.

However, when the Lido II then headed for Yugoslavia, a helicopter from the Dutch frigate HNMS Van Kinsbergen inserted a boarding team and the tanker's course was reversed. Another team from the Chatham were inserted to stem the flooding.

### No response

It was then that the Yugoslav force approached, one of the fast attack vessels passing so close under the Chatham's bows that it came near to causing a collision. Throughout the incident the Yugoslavs did not respond to attempts to communicate.

As a precaution Italian Tornado attack aircraft were scrambled from Gioia Del Colle in southern Italy. In the meantime the Yugoslav ships returned to their territorial waters without further incident.

The party from HMS

Chatham made progress in pumping water from the tanker which appeared to have been intentionally flooded. She was handed over to the Italian authorities for further investigation.

In a strange twist to the tale, the boarding party also discovered seven men hiding in the ship. They had not been on board when the tanker was inspected at Brindisi on April 29-30, and they claimed to have embarked from a dinghy which had put out from the Yugoslav port of Bar.

### Aegis cover

As well as the Chatham and Van Kinsbergen, other Sharp Guard warships involved included the Dutch frigate Jacob Van Heemskerck, a Norwegian and a Spanish frigate, and a French and a Turkish destroyer. A United States Aegis-class cruiser provided support.

During the past 12 months warships taking part in operation Sharp Guard have challenged more than 19,000 merchant vessels, of which 1,850 have been inspected or diverted. Throughout the whole period of operations in support of UN resolutions, Nato and WEU forces have challenged a total of 31,400 ships with almost 3,000 being inspected or diverted.

Since the UN strengthened measures against Serbia and Montenegro in April last year, no ship has successfully violated the embargo.

## Coventry heading home to Guzz

HMS COVENTRY was due to return to Devonport on June 8 after a six-month deployment to the Adriatic.

The Type 22 frigate was initially involved in enforcing the UN maritime embargo on the Federal Republic of Yugoslavia, during which she operated close off Croatia, Montenegro and Albania.

When HMS Birmingham arrived in the region, the frigate reverted to national tasking as escort to HMS Ark Royal acting in support of UN forces ashore.

### Rifkind

During this period Coventry played host to several visiting VIPs, including the Secretary of State for Defence, Malcolm Rifkind; the Commander-in-Chief Fleet, Admiral Sir Hugo White; Commander of the UK Joint Forces, Gen. Sir Peter Wilsey; and Commander of the UK Task Group, Rear Admiral Mike Gretton.

While continuing on notice for recall to the Adriatic, the ship took part in the multinational Exercise Dynamic Impact in the Western Mediterranean and took a break during stand-downs in Corfu, Venice, Toulon, Piraeus and Haifa.

On her way home she was due to visit Lisbon to take part in the quinquennial celebrations of the Portuguese explorer Henry the Navigator.

## Towering finale for Upholder

DARK AGAINST the towering background of Canary Wharf, HMS Upholder makes her last visit to London before being decommissioned.

While alongside the submarine welcomed on board the Duchess of Kent, who launched the boat in 1986, and members of the Worshipful Company of Upholders with which the vessel has enjoyed a strong affiliation.

Reciprocating, the Worshipful Company invited members of the crew to a dinner marking installation of the Company's new Master at The Fishmongers Hall.

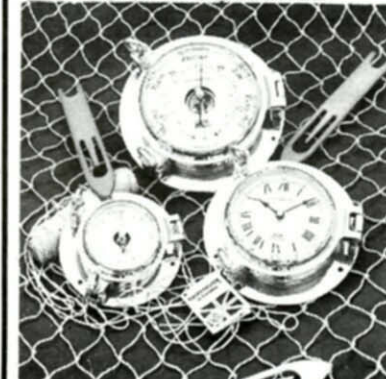
When Upholder left after her six-day visit, the Mayor and Mayoress of Chelmsford — the boat's affiliated town — joined her for part of her journey down river.

Upholder is due to decommission in August and has now joined her sister-vessel Unseen at Devonport.



Picture: PO(PHOT) Fez Parker

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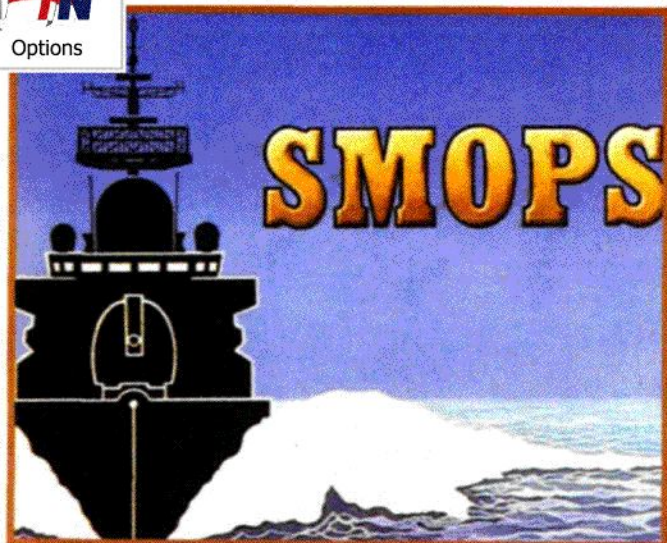
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# Fifty years after D-Day, HMS Dryad says **Let the trainees take the strain**

**T**hrough us you may proceed in the very greatest safety". HMS Dryad's motto is as relevant today as it was to D-Day — though warfare training as it is now would have belonged in the realms of science fiction then.

Even so, as in the 1940s, it is based on simulation — only the hardware has changed.

The Cook Building Trainer is "the largest and most sophisticated real time maritime simulator complex in Europe", allowing students to develop their skills in a range of five ship Operations Room mock-ups that are about as true to their seaborne counterparts as you can get. All that is missing is the ocean swell beneath their feet.

In this 50th anniversary year of Operation Neptune, Dryad marks several more milestones in the more modern phase of its distinguished career.

1994 has watched over the first recruited Operator Mechanic Course as it began training and despatch to the Fleet, firmly establishing the new Warfare Branch. It has also seen 21 years of Principal Warfare Officer Training and the 100th PWO Course.

The Type 42 and 22 frigate simulators will have both been updated this year and the new Amethyst Bridge Simulator and Blind Pilotage Trainer, based on the layout of a Type 23 frigate, is in the final stages of development. This exciting new project will provide a fully mobile platform, 270 degrees vision and blind pilotage facilities for officers in a variety of bridge and navi-

you are only trained up to the individual skill level — which is what many nations do — then you have to have a much longer period to get that skill translated into a team level of efficiency at sea, so that you can quickly respond to an event like the missile attack spotted by HMS Gloucester in the Gulf War.

"She had 20 seconds to make a decision after the blip of the approaching missile appeared on her radar screen. Twenty seconds in which to ask: 'Is it a missile or an aircraft? Friend or foe — or just some spurious echo? Do I press the button or not?'"

"Your 20 seconds have already passed in the time I asked those questions. The Captain might be asleep in his bunk. The PWO has got to make a decision on his own — but fortunately he's got the team there with all the information he needs."

Speed of reaction is keynote of change from warfare training in 1944. And "smaller is better" here, as it helps the Royal Navy meet the requirements of the 1990s by being able to coordinate nearly all its warfare training — at every level of skill — under one roof.

For Captain Ritchie the strength of Dryad's appeal to the Royal Navy lies in the way it allows "a diminishing number of ships to go about what is certainly not a diminishing

**'It is at least seven times more cost effective to train ashore than at sea to produce the same level of expertise.'**

gational skills. Already with its projected loading it will run from first thing in the morning until 2300 each day.

Next year will see the move of Mine Warfare Training from Gunwharf to Dryad and a full Type 23 simulator for the latest Duke Class frigates will hopefully be in service by the time the Command System is fully up and running.

Over 25,000 students have now been trained in the Cook building ship simulators, while over 20 ships' command teams a year use them to sharpen up their team skills before they move on to an operational theatre.

This approach to warfare training is, according to Captain Andrew Ritchie, "certainly unique among the navies of the world".

"We train to fight — and we train to the team level. It is all directed to producing a team product, of people dependent one upon the other to bring together the complex sources of information available to the Captain so that he — or as is often the case, the PWO — can deploy his weapon systems to combat the threat in a timely manner.

"That's what we contributed to the Falklands, to the Gulf and lately to the Adriatic. If

number of tasks".

"We have to get more out of our ships now, so the people who serve in them have got to be trained to a minimum level on the day they arrive so that they can take their place in the team — we can't afford to waste time on weeks and months of work-up prior to deployment.

"Emerging technology will hopefully help the continuation task of training at sea, at both unit and task group level, but this is an expensive and unproven area. What is clear is that it is at least seven times more cost effective to train ashore than at sea to produce the same level of expertise. Training at sea — at whichever end of the spectrum — can only be complementary to that ashore."

With reaction times to a variety of threats getting ever shorter, it might be argued that naval warfare was moving beyond human capacity to wage it. Yet paradoxically the personal interface at Dryad has become even more important since the end of the Cold War.

"In the old 'Star wars' concept it was all automatic. Simplistically, a blip appeared on the screen, heading from the east, and you pressed a but-



ton and took it out.

"But today you don't know where the blip's coming from, or whose side it's on. The Rules of Engagement are highly complex and politically charged. Are they National, NATO or coloured by United Nations or Western European Union caveats?"

"So the advantage of the trainer here is the number of tunes you can play on it. You can put in whatever kind of situation you want to simulate, in whatever part of the world and with whatever environmental conditions you wish. You then test your countermeasures against it and debrief the results — so we're not just training people, we're developing doctrine, too, to counter a wide range of emerging threats.

"And it pays off at the sharp end. The best real-life feedback we've had came when one of the carriers first went out to the Adriatic.

"The ship left at short notice with a 40 per cent change-round in the ship's company, and the Captain re-

ported back that without the level of skill we had provided for his warfare team it would never have been ready for what it might potentially have had to face.

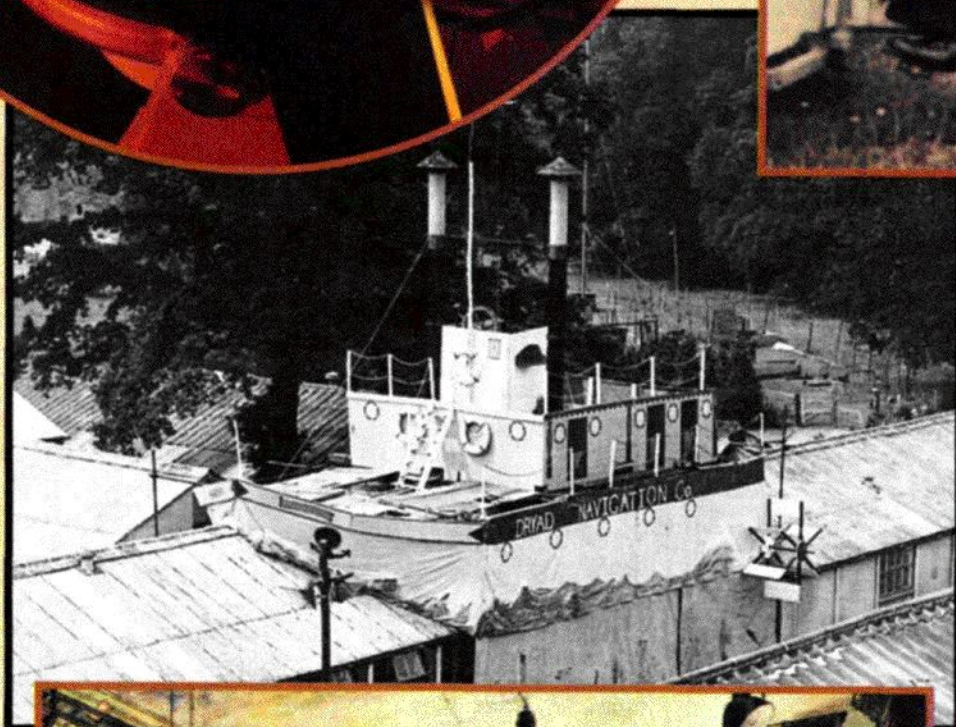
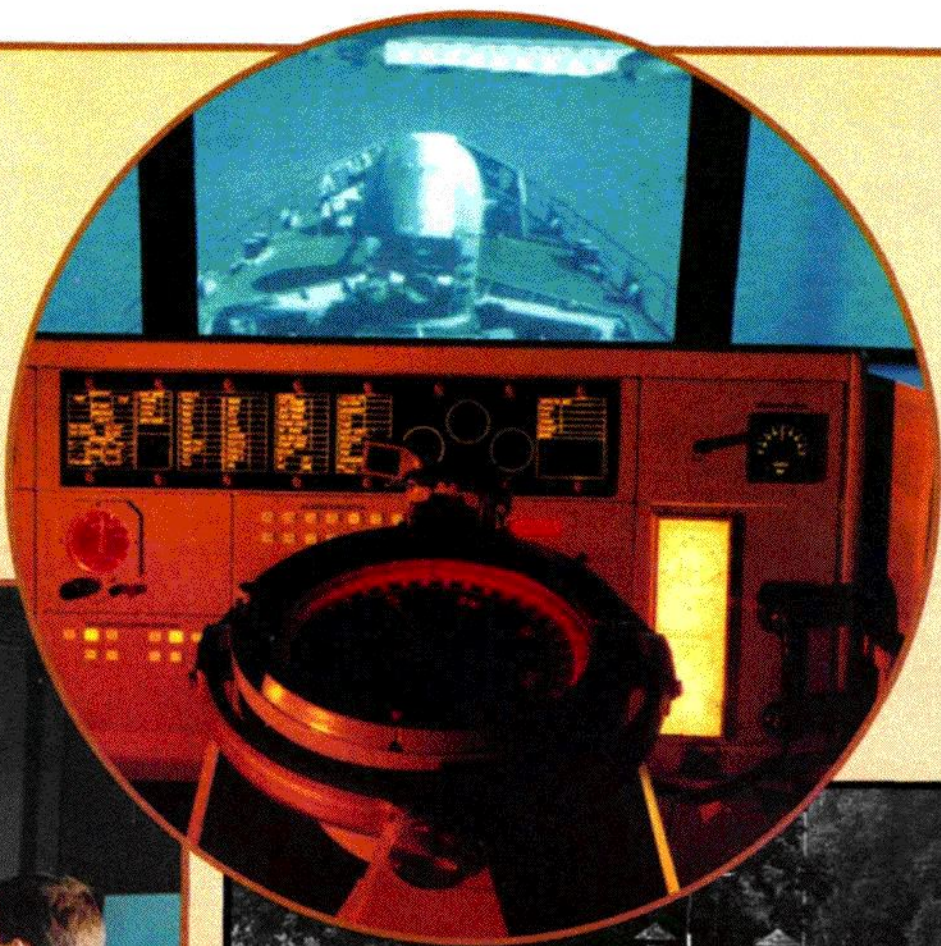
"Front Line First — that's our aim."

● To celebrate 21 years of PWO training a dinner will be held in the Wardroom HMS Dryad on September 2. All PWOs are welcome.





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Pictures (clockwise from top left):

● The Amethyst bridge simulator, based on the layout of a Type 23 frigate (and inset) with (below) what may have been an early prototype, circa 1956 . . .

● Stop me and buy one? In 1943, with the need for a standardised system of Warfare Direction, HMS Dryad became responsible for instructing Fighter Direction Officers previously trained at HMS Harrier in Wales and at Yeovil — where Walls ice cream tricycles were used to simulate aircraft.

● Lap of honour for the 100th Principal Warfare Officer Course — on a chariot from the film 'Ben Hur'!

● HMS Dryad's D-Day 50 exhibition opened to the public on April 20. Over 100,000 visitors are expected this summer, with proceeds going to Southwick Village and RN charities. One of the first callers was Gulf War leader General Norman Schwarzkopf, seen here with Captain Andrew Ritchie (left) and the Commander HMS Dryad, Cdr Matthew Fyfe in front of the famous D-Day wall map at Southwick House.

● An artist's impression of the nerve centre of Operation Neptune in action in June 1944.

● The Type 42 Ops Room simulator of today (note the new Warfare Branch badges) —

● — and the manually operated Pericles Carrier Ops Room model of 1956.





# Flights, photos & flair

PROCEEDS from PO- (Phot) Neil Mercer's album *Fleet Air Arm (Airlife)* go to the FAA Memorial Church Fund at RNAS Yeovilton.

This superb collection of colour photographs features all the current aircraft in RN service — and while it does not claim to be "an exhaustive factual reference" the accompanying notes should satisfy even the most discerning spotter.

Neil's brother Keith — himself an FAA pilot — contributed on the writing side — while Flt Lt Brian Cornes RAF gets a well-deserved credit for flying the photographic Hunter T8 for the most demanding aerobatic and close formation work.

There were 1.5 million of you!

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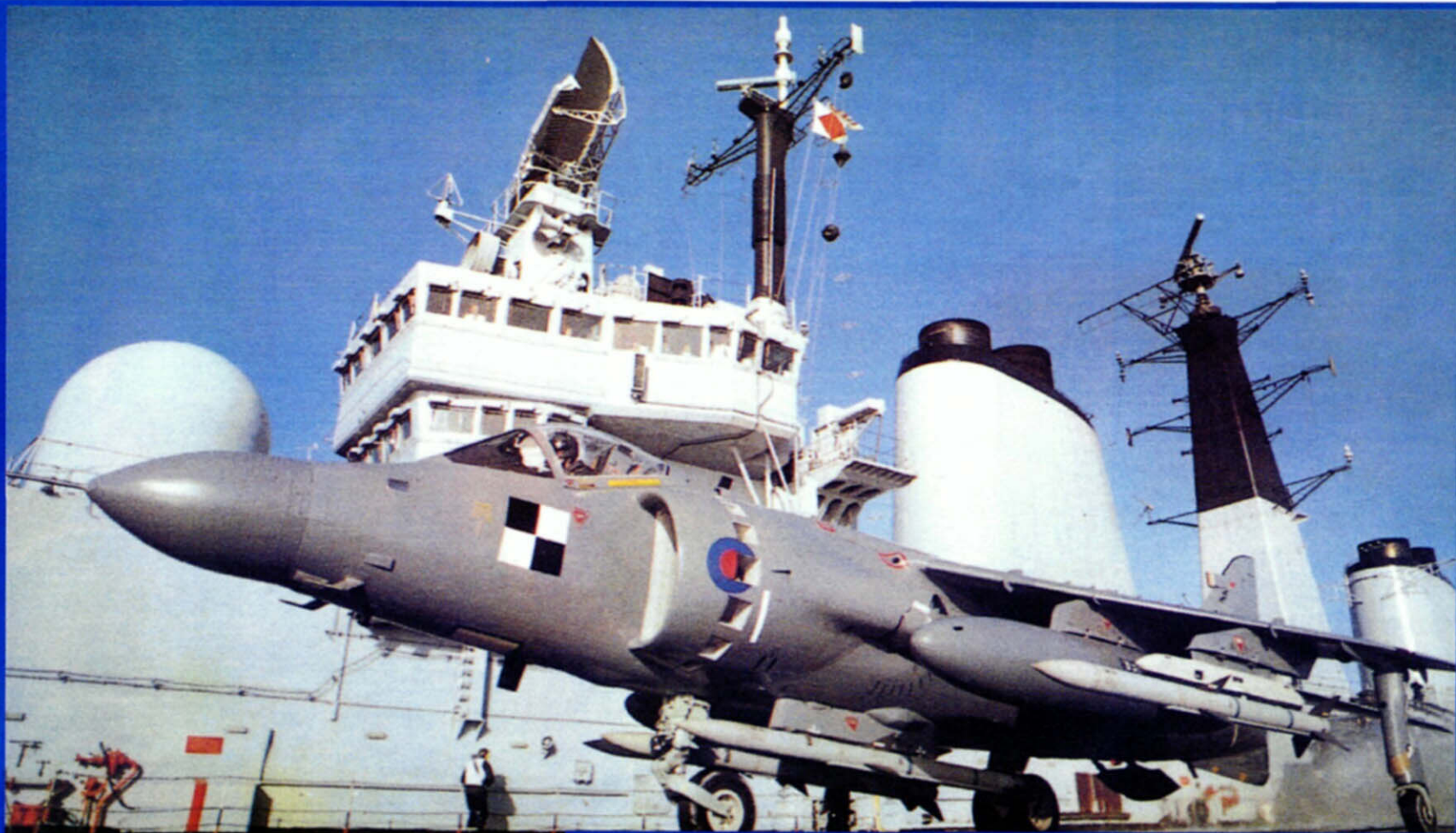
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Above: Trials of the new FRS 2 Sea Harrier from HMS Ark Royal in 1990 — from *Fleet Air Arm* by PO(Phot) Neil Mercer. See also back page.

# Bruce Willis cast as Thomas Hardy, but that's not so novel!

"THEY shouldn't have put him in the water," muses the poster *Striking Distance*, the first of this month's 16mm releases. Well, of course they should. The fact that Bruce Willis is attached to the Pittsburgh River Police, and charges around in a speedboat rather than a squad car is the most — the only! — faintly original aspect of the whole enterprise.

That's not to say the film doesn't deliver its full quota of spills and thrills; but what with such tried and true plot gambits as giving Bruce a woman for a new partner, having him at loggerheads with his superiors and pitting him against — what else? — a serial killer, the movie is in need of any licks of fresh paint it can find.

A dead-end in this respect is the name of Bruce's character: Thomas Hardy. We wait in vain for the jokes ... but the writers evidently lifted the name from the phone book, and appear never to have heard of the author of *Tess of the D'Urbervilles*.

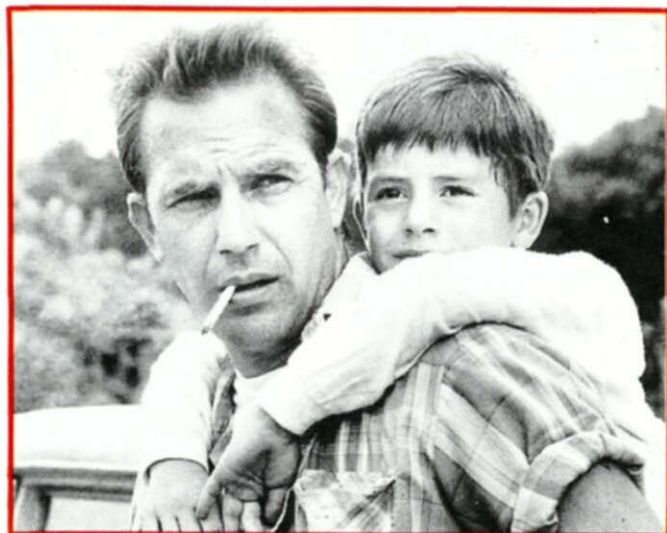
At this rate we might expect to find Clint Eastwood playing a Sheriff called Charles Dickens. But no; in his latest manifestation he's one Red Garnett. *Grey Garnett* might have been nearer the mark for the ageing superstar but, in any case, he has taken a back seat for this outing, letting the burden of the story rest on co-star Kevin Costner.

The film is called, for no obvious reason, *A Perfect World* and is set, for reasons equally obscure, around Dallas in the same week President Kennedy was shot. Costner is an escaped convict lugging around a ten-year-old boy as hostage. Eastwood is the lawman ("grizzled" is the key word), hot on his trail. The focus of the movie is on the relationship between Costner and his captive kid — and it must be admitted that little T. J. Lowther is comparatively bearable by the standards of American juveniles; at least one doesn't spend the entire movie longing for him to fall down a lift shaft. It's all a bit long and leisurely but still full of pleasurable moments.

"Gentlemen, in spite of your excellent training and orders do not be daunted if chaos reigns — it undoubtedly will," said Brigadier Hill on June 5, 1944. And yet at the beginning of *Destination D-Day*, available from the RNFC Video Library,

Sir Huw Weldon looks back and finds his abiding memory is of taking part in an operation

inspecting his shore defences ("Rommel's Rhubarb") — and looking like an aggressive wal-



Kevin Costner plays an escaped convict in *A Perfect World*, set around Dallas in 1963. T. J. Lowther plays his young hostage.

which seemed largely to be going to plan.

This documentary concentrates on the planning, the sheer hard work that helped ensure this was so. It's a story alternately farcical (an open window, a breeze and twelve copies of Top Secret plans fluttering across St James Square), macabre (frogmen searching among the twisted wreckage off Slapton Sands to make sure that the dozen officers — "the Bigots" — with prior knowledge of the invasion were accounted for), bizarre (the blind Frenchman who supplied vital data on the Normandy defences) and downright weird (the aged Daily Telegraph crossword compiler who kept inadvertently putting invasion codewords into his puzzles).

Through grainy, scratched old footage, the personalities of the main protagonists still break through. Rommel, clutching his Field Marshal's baton,

nut, Eisenhower, with his affable, horn conciliator's grin, Montgomery, as focused as a laser. A streak of schoolboy fantasy was evidently given free rein, notably in the devising and building of the vast Disneyland of the Mulberry harbours.

It's also to be seen in the priceless footage showing the testing of "The Great Panjandrum," a huge wheel, the brainchild of novelist Nevil Shute, which was supposed to roll across the beach detonating any obstacles in its path.

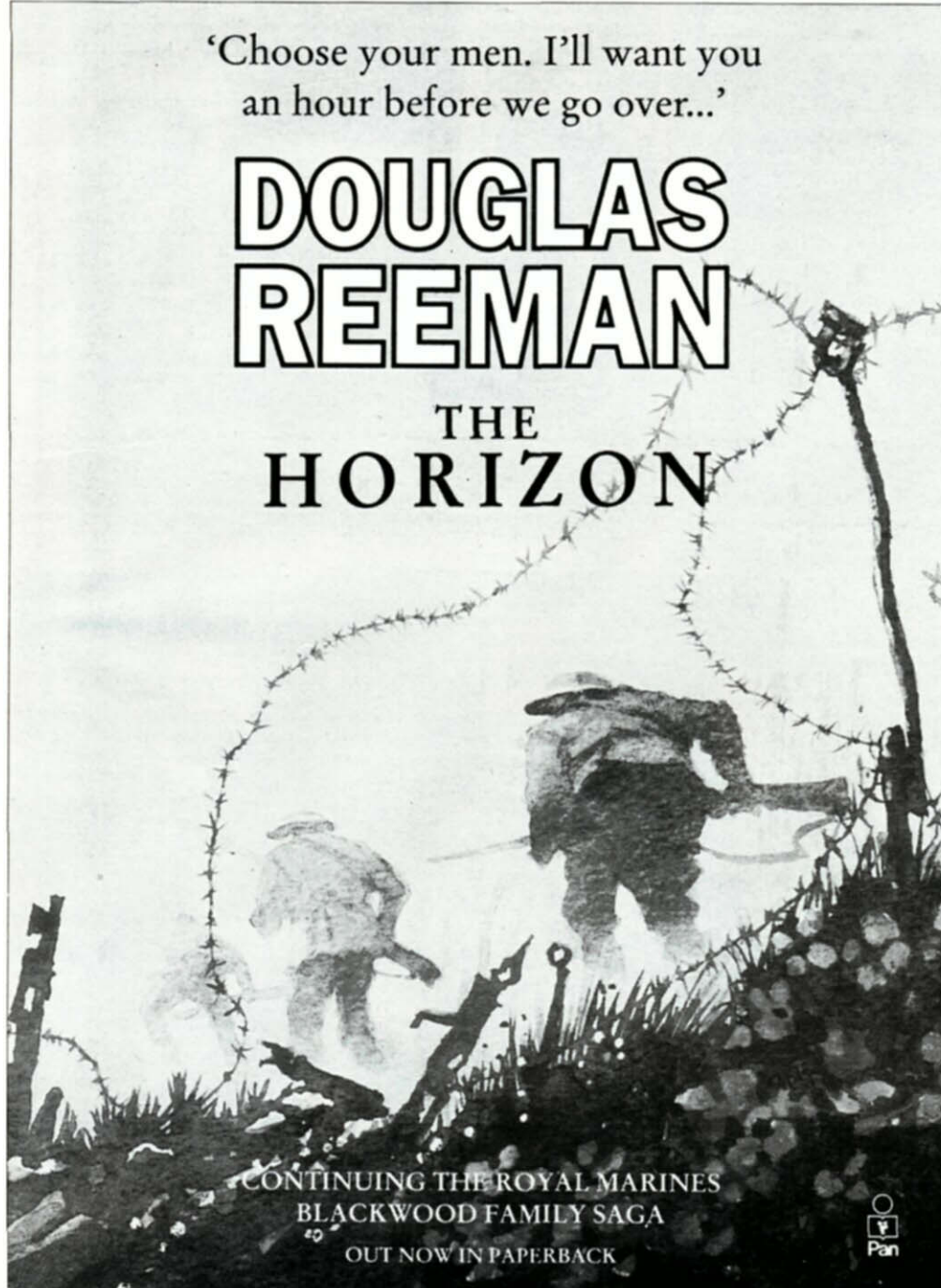
The photographer dutifully tracks this gigantic, flamespitting firework up to the moment it appears to slip a cog, veer sharply and come roaring at full tilt straight towards the camera. The sequence ends in a close-up of a square foot of mud, as the cameraman drops everything and heads for the hills. And that was the last that was heard of the great Panjandrum.

—Bob Baker

'Choose your men. I'll want you an hour before we go over...'

# DOUGLAS REEMAN

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# D-DAY VOLUMES CONTINUE LANDING THICK AND FAST

THE D-DAY assault on the bookstalls began over a year ago, so the element of surprise should have been well and truly lost by now — and the casualty rate is likely to be correspondingly high.

It would be sad indeed if the first item on this last round-up of titles entered the remaindered list — for with **The Year of D-Day: The 1944 Diary of Admiral Sir Bertram Ramsay** (University of Hull Press £12.95) we have a unique insight into the character of one of the greatest of all amphibious commanders.

First Sea Lord Admiral Sir Benjamin Bathurst notes that while Ramsay's post-assault Report of Proceedings for Operation Neptune is a model despatch it reveals nothing of its author, whose untimely death in an aircraft accident in January 1945 forestalled any possibility of an autobiographical account.

But here editors Robert W. Love of the US Naval Academy and John Major — not the PM but an historian at Hull who did his National service in the RN — demonstrate that the diary itself is probably more revealing than any carefully worded memoir would have been.

Like Max Horton, Ramsay was "passionately addicted to golf" and the entries are full of 18 hole contests, which suggests that this was a battle fought on the links of Beaconsfield and Liphook.

Serious business is mixed throughout with flippant asides, which make for an entertaining read — viz January 18: "Got most of what I wanted except P. Vian to be Vice Admiral. I also got 100 cigs."

Ramsay was not in the best of health — he turned 61 at this time and the physical results of the strains of his responsibilities are described in Pepsian detail. He went down with a bad cold at the critical period and so we find under June 2: "Not feeling at all fit today" and then for June 13: "Turned in early and took a couple of Vegansins". In between, not surprisingly, other preoccupations so crowded in upon him that there was no reference to his physical woes.

Most fascinating of all, of course, are his observations on the other characters involved. Of Vian he later complains (June 15): "P. Vian sent 2 most stupid & childish signals protesting against some instructions I'd given him in regard to

employment of Battleships and to movement of cruisers. He is d-d temperamental and at times a great annoyance & trial to me as I feel he is always apt to work against rather than with me."

Two days later his exasperation is such that he begins to question Vian's sanity — as not a few others have done.

"P. Vian has been on my mind for some time owing to his peculiar behaviour. I think he is not quite normal at times. Because I wanted certain things done in my own way, which did not happen to coincide with his, he goes into a fit and wants to come out of NCETF (Naval Commander Eastern Task Force) long before it is ripe to do so."

Ramsay's innate generosity still led him to put Vian up for a KCB — though most of his other recommendations were ignored, as he recorded irritably on July 26.

Ramsay himself did not survive to receive the honours that were his due. He was the architect of the evacuation of Dunkirk as well as the maritime element of D-Day — two items with which only the Battle of Britain and Alamein can compete in the public memory as the most "memorable" military events of World War II. He deserves to be at least as well remembered as Dowding and Montgomery.

Minesweepers were the vanguard of the operation he devised and it is thanks to those who served in them who kept diaries (a punishable offence in the wartime RN) that Jack Williams was able to assemble their record in **They Led the Way** (£11.99 from 395 Lytham Road, Blackpool FY4 1EB).

All profits go to the welfare section of the Algerines Association, which he himself formed ten years ago.

Diaries inform much of **Nothing Less Than Victory** by Russell Miller, now available from Penguin at £7.99.

This collection is woefully short of naval contributors — though 18-year-old Michael Jennings' experience in LCT 795 sums up the feeling of unreality most of his contemporaries must have shared.

"When our turn came to go in it felt like all the practice runs we had been through. My job was to brake the drum on

the kedge anchor cable and it all seemed routine.

"As we approached I looked above the armour protection to see what was going on. Craft were landing and discharging transports and men amidst occasional splashes in the sea. In my ignorance I thought these were underwater obstacles being blown up by the engineers. They were, in fact, shells from a German battery which was getting its range from our anti-aircraft balloons.

"We should have unloaded and backed off the beach, but due to the flatness the tide ran out, leaving us high and dry. With all the troops ashore the skipper opened up the rum and I had a large neat tot along with the others, even though I was under-age."

"This seemed to make the day much more pleasant until there was a loud bang close by and something whizzed past our heads. Some shrapnel holes had been made in the winch housing forward and suddenly the effect of the rum wore off.

"We decided it would be safer ashore, so we left the craft and ran, dropping whenever a shell burst. We jumped into a trench with an American soldier chewing gum, who asked us if we were commandos. Our reply was that we were sailors waiting to get out as fast as we could."

Thus LCT 795 finds her way into the history books — and thanks to the World Ship Society all the other minor craft that took part get a mention, if only by type.

Probably for the first time in one publication, John de S. Winsor's sharply illustrated **The D-Day Ships** (£15) gathers listings of the naval and merchant vessels which contributed to Operation Neptune, together with embarkation points and timings.

It has been an invaluable source for *Navy News* in putting together our own souvenir retrospective of the events of June 1944. The World Ship Society is located at 28 Natland Road, Kendal LA9 7LT.

Some 485 vessels left the River Dart to take part in the Normandy landings — and for months before a large part of the South Hams area had been used as a training ground for Naval and Army personnel.

The Dartmouth History Research Group has put together a fascinating monograph that focuses on the effort of a single community in promoting the greatest of all amphibious operations. **We Remember D-Day** is excellent value at just £2.50 plus pp — Tel 0803 832448.

It was in the sleepy Hampshire hamlet of Southwick (see also centre pages) that plans were laid and plotted for the start of the medieval Hundred Years War.

Six centuries on Southwick was back in the limelight — though it had also been busy in the English Civil War half way between — when it was chosen as the nerve centre of its most famous campaign.

The feudal village — still owned lock-stock-and-barrel by the Squire at that time — once again took its place on the world stage, with a cast that included Churchill, Montgomery, Eisenhower, King George IV and General de Gaulle.

Monty and Ike were regulars at the Golden Lion — and were casually accepted as such by the staff. Irresistible is the story of how 50 years later the barmaid

who once served them was there when General Norman Schwarzkopf of Gulf War fame dropped in. After his departure Press reporters rushed in to gather her impressions — and found she was totally unaware of the identity of the pub's latest distinguished visitor.

**Southwick — The D-Day Village That Went To War** by G. R. O'Connell, is published by Ashford, Buchan and Enright at £5.99.

The impact of war upon these communities hardly compares with the ordeal suffered by their counterparts on the other side of the Channel, of course. Penguin's **Atlas of D-Day**, drawn by John Man (£10, with a Viking edition at £17) maps out the immolation of Caen, Arromanches, Cherbourg, St-Lo et al — while David Evans provides **A Guide to the Beaches and Battlefields**



Little ships in the vanguard — survey vessels made vital reconnaissance trips to France in the weeks prior to D-Day, checking sea currents and beach conditions. From *D-Day: The Invasion in Photographs*, edited by Tony Hall.

of Normandy (Michael Joseph £14.99) for those anxious to find "the first comprehensive gazetteer for the independent traveller" charting "every town, village, beach, battery and cemetery."

And Bartholomew have produced a fold-out **Map of the D-Day Landings** (£3.50) — though the style and detail, being based on actual wartime

mappings of the period, won't be of much use to today's motor tourist.

For anyone looking for a short, armchair review of the main features, **D-Day: The Invasion in Photographs** (Salamander £4.99) is strong on period flavour and close-ups of the strained young faces that say it all.

— JFA

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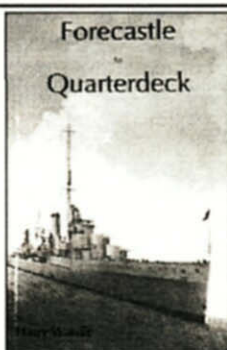
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Warrant Officers at a D-Day briefing — Admiral Sir Bertram Ramsay's orders for the transport of the invasion force were issued on April 10, also from *D-Day: The Invasion in Photographs*.



# Notice Board

## Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at June 1, 1994.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int." rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during May.

CCMEAML — Int (16.1.92), Nil; CCMEAL — Int (15.7.93), Nil; CCMEALSM — Int (6.7.93), Nil; CCMEALSM — Int (4.9.92), 1; CCWEAADC — Int (27.11.92), 2; CCWEAADC — Int (27.11.92), Nil; CCWEAADC — Int (20.7.93), Nil; CCWEAADC — Int (13.11.92), Nil; CCWEAADC — Int (1.5.92), Nil; CCWEAADC — Int (1.9.93), Nil; CCWEAADC — Int (1.1.91), Nil.

PO(EW)(O)(RS)(W) — 151, Nil; LS(EW)/LRO(W) — Int (14.7.92), Nil; PO(M) — Int (14.7.92), 1; LS(M) — Int (14.7.92), 3; PO(R) — 254, 4; LS(R) — Int (9.6.92), 6; PO(S) — Int (16.3.93), 1; LS(S) — Int (6.12.91), 2; PO(D) — 318, Nil; LS(D) — 513, Nil; PO(MW)(O) — Int (10.11.92), Nil; LS(MW) — Int (6.12.91), Nil; PO(SR) — 371, 2; LS(SR) — 245, 3.

PO(SEA) — 301, Nil; POCY — 383, 1; LRO(T) — 341, 1; PORS — 340, 4; LRO(G) — 258, 4; POPT — 296, 1; RPO — 228, 1; POMEM(L)(GS) — Int (18.9.92), Nil; LMEM(L)(GS) — Int (26.11.92), 3; POMEM(M)(GS) — 520, 5; LMEM(M)(GS) — 354, 9; POMEM(O)(GS) — 223, Nil; LMEM(O)(GS) — Int (10.1.92), 6; POMEM(R)(GS) — Int (1.9.92), Nil; LMEM(R)(GS) — Int (3.3.93), 13; POCA — 237, 1; POCK(GS) — 349, 2; LCK(GS) — 123, 1; POSTD(GS) — 609, 4.

LSTD(GS) — Int (18.6.92), 5; POSA(GS) — 559, 2; LSA(GS) — 133, 4; PWRTR(GS) — 87, 1; LWTR(GS) — Int (29.6.92), Nil; POMA — 107, Nil; LMA — Dry, 3; PO(S)(SM)(O) — 91, 1; LS(S)(SM) — 428, Nil; PO(TS)(SM) — Int (25.3.92), Nil; LS(TS)(SM) — 124, Nil; PORS(SM) — 312, Nil; LRO(SM) — 123, Nil; POMEM(L)(SM) — 361, Nil; LMEM(L)(SM) — 138, Nil; POMEM(M)(SM) — 856, Nil; LMEM(M)(SM) — 703, 7; POW(WSM) — 406, 1; LOM(WSM) — 269, Nil; POWEM(R)(SM) — 230, Nil; LSA(SM) — Int (18.6.92), Nil.

POWTR(SM) — 134, 1; LWTR(SM) — Int (9.3.92), 1; POCK(SM) — Int, Nil; LCK(SM) — 882, Nil; POSTD(SM) — 465, Nil; LSTD(SM) — 816, Nil; POA(AH) — 953, Nil; LA(AH) — 818, Nil; POA(METOC) — Int (25.2.94), 1; LA(METOC) — Int, Nil; POA-

(PHOT) — 383, Nil; POA(SE) — 521, Nil; LA(SE) — 301, Nil; POACMN — 459, 1; POAEM(M) — 395, Nil; LAEM(M) — 437, Nil; POAEM(R) — 151, Nil; LAEM(R) — 503, Nil; POAEM(WL) — 505, Nil; LAEM(WL) — 582, 2; POAC — Dry, 3; POWREN(RS) — 389, Nil; LWREN(R) — 175, Nil; POWREN(RS) — 389, Nil; LWREN(R) — 314, Nil.

POWRENPT — 306, Nil; RPOWREN — 83, Nil; POWRENCK — Int, Nil; LWRENCK — Int (18.2.93), Nil; POWRENSTD — 869, Nil; LWRENSTD — 152, Nil; POWRENSA — 417, Nil; LWRENSA — 138, Nil; POWRENWTR — 136, Nil; LWRENWTR — Int (18.6.92), 3; POWRENWTR(G) — 310, Nil; LWRENWTR(G) — Int (15.6.93), Nil; POWRENMETOC — Dry, Nil; LWRENMETOC — Dry, Nil; POWRENPHOT — Int, Nil; POWRENAEM(M) — 448, Nil; LWRENAEM(M) — 353, Nil; POWRENAEM(R) — 82, Nil; LWRENAEM(R) — 414, Nil.

POWRENAEM(WL) — 485, Nil; LWRENAEM(WL) — 432, Nil; POWRENETS — 442, Nil; LWRENETS — 218, Nil; LWRENTL — 389, 2; POWRENSA — 208, Nil; LWRENSA — 243, Nil; POWRENDHYG — 181, Nil; POWRENDISA — 125, Nil; LWRENSA — 182, Nil; POEN(G) — Int (9.3.93), 1; LEN(G) — Int (8.2.94), 1; PONN — Int (12.5.92), 1; POMA(O) — 143, Nil; LMA(O) — Int (14.1.92), 1.

The Basic Dates quoted for the female ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWREN QA — Int (16.12.93), Nil; POWREN TEL — 662, 1. In accordance with DCI(RN) 37/93 all qualified female seagoers now appear on the RN rosters only. It should be noted that the number of B13s issued in the female categories are those advanced from the female Shore Roster.

## Deaths

Sgt R. S. Howard, SBS RM, April 21, 1994. Mne T. P. Coates, 42 Cdo RM, April 17, 1994. MEM(M)1 J. White, HMS Raleigh, May 3, 1994. AB(R) J. N. Raleigh, HMS Raleigh, May 10, 1994. R. Warner, Submariner. Boats include Revenge (P), Renown (P) and Turbulent. Aged 32.

The deaths of the following members of the Aircraft Handlers Association have been reported: P. Hodge, L. Walker and ex PO P. Cant.

Lt H. E. Ball, Served 1939-71. Ships include Furious, Audacity and Glory. Also at RNAS Stretton, Yeovilton, Culdrose, Brawdy and Lee-on-Solent. Aged 73. E. May, Ex L/S LTO, longtime Essex SOCA member. Submarines include Tuna,

## Appointments

Commodore R. A. Y. Bridges, Raleigh as Captain, 13 Sept. Capt B. M. Leavey, RNEC Manadon as Captain, 24 May. Cdr R. P. Boissier, Cumberland in command, 3 Oct. Cdr P. T. Docherty, Nottingham in command, 6 Dec. Lt Cdr P. D. Hudson, Cottesmore in command, 8 Nov. Lt Cdr M. R. Osman, 705 Sqn Seahawk in command, 7 Nov. Capt M. V. Wills, RM RMR Bristol in command, 28 Oct. Lt Cdr S. J. Neil, Hurworth in command, 15 Dec.

## Warrant Officer

### PROMOTION TO WARRANT OFFICER

THE ratings listed below have accepted promotion to warrant officer following selection at the Spring 1994 Promotion Boards.

Male ratings, except RGNs, will be promoted to the confirmed rate with a common seniority date of March 31, 1995. Those male ratings appointed to a warrant officer billet before March 31, 1995 will be granted the acting rate and paid as such from the effective date of the appointment order. Female ratings and RGNs will be promoted to the confirmed rate with seniority of the effective date of the appointment order. The one female rating selected is a volunteer for sea service and was therefore the first female rating to be offered 20E.

### WEAPON ENGINEERING

To WO(WEA)(ADC) — P. Derbyshire, T. M. Downie, C. D. R. Giles, G. Lloyd. To WO(WEA)(WDO) — M. C. Batho, M. J. Cullen, G. O. Jones, D. Ramsbottom.

### MARINE ENGINEERING

To WO(MEA)(ML)(P)(H) — E. L. Bailey, S. Barker, P. C. Doggett, K. P. Francis, S. P. Francis, S. E. Gibbons, A. E. Johnston, S. J. C. McKnight, R. J. D. O'Connor, D. S. Simpson, P. H. J. Theobald. To WO(MEA)(M)(ML)(P)(SM) — P. A. Gimbert, J. Pounder, J. R. Wood.

To WO(MEA)(EL)/(L)(SM) — R. K. Apedaile.

### FLEET AIR ARM

To WO(AEA) — P. J. Godward, J. C. Lawrie, A. L. McKay, L. M. Stevenson, C. H. Walker.

To WO(AEM) — S. C. Chester, N. E. Malcolm, R. Nicol.

To WO(AH) — P. A. Dobson.

To WO(AC) — D. C. Green, A. K. Seager. To WO(MAA) — M. J. Bardsley, B. I. Hodgson, J. H. Parker, R. L. Payne, P. M. Ward.

### OPERATIONS BRANCH

To WO(M) — M. C. Morris, J. A. Rooney. To WO(RS) — P. L. Lewis.

To WO(D) — A. W. Devitt, D. G. Morris, G. R. Taylor.

To WO(MW)(O) — P. M. Stockley. To WO(RS) — B. T. Edwards.

To WO(SSM)(O) — M. R. Brough. To WO(TSSM) — K. R. Abbott, A. R. Fitton, D. G. Shea.

To WO(RS)(SM) — S. R. Roberts.

### SECRETARIAT AND MEDICAL

To WO(SA) — K. R. Dayson-Smith, K. Ramsay.

To WO(WTR) — W. Armour, K. S. Boyle, I. Caldwell, R. W. Stockley, S. E. Vane.

To WO(MA) — N. T. Woodcock.

## Promotions to Chief

Authority for promotion of the following ratings to chief petty officer was issued by HMS Centurion in May:

### OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(R) — T. J. Badcock (Collingwood), M. J. Branson (Exchange RAF UK). To CPO(SR) — R. F. Collier (CAPTPORT PTSMTH).

### OPERATIONS BRANCH (COMMUNICATIONS GROUP) PT AND REGULATING

To CPOCY — G. W. McNiff (Collingwood). To CPORS — G. S. Britton (Sherwood), A. Walker (Warrior), J. Furness (FO Plymouth).

### MARINE ENGINEERING BRANCH

To CPOMEM(M) — C. Wilkinson (FOST), J. W. Wardle (Excellent).

WEAPON ENGINEERING BRANCH To CPOWEM(O) — R. C. Garoghan (Collingwood).

### SUPPLY AND SECRETARIAT BRANCH

To CPOCK — C. J. Page (Edinburgh), T. J. Dunn (Cochrane).

To CPOST — A. M. Green (Seahawk), P. G. O'Byrne (Neptune), A. C. Harris (Exeter).

To CPOWTR — A. M. Stephenson (Neptune), N. A. Prest (DNLS Bath), T. H. Dean (RNC Greenwick).

### SUBMARINE BRANCH

To CPO(WSM) — A. M. Roberts (Captain SM2).

### FLEET AIR ARM

To CPO(AH) — P. Sage (Osprey). To CPOAEM(WL) — D. J. Stewart (Ilustrious).

### CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following advancements to Chief Petty Officer which were made by commanding officers in April 1994:

To CPOMEA — P. R. Denoual (Repulse, Port).

To ACPOMEA — A. J. Brown (Active), W. J. Burt (Tireless), A. Cray (FOST FMG), S. E. Edwards (Trenchant), M. E. Power (Fearless), R. D. Schofield (Neptune), M. J. Simpson (Sultan), M. I. Tucker (Sultan), W. T. Wilson (Talent).

To CPOAEM(M) — C. Taylor (RAF Wyton).

To CPOAEM(R) — D. G. Lund (820 Sqn).

To CPOWEA — M. Baker (Sovereign), W. Francis (Spartan), I. C. Hurst (Torbay), S. J. McDermott (Invincible), W. C. Morris (FOST FMG), A. M. Pruce (Exeter), N. A. Suchorzewski (Turbulent).

To ACPOWEA — M. W. Gibbins (Exeter), S. T. W. Hampson (Resolution, Port), J. S. Turnbull (Resolution, Funnell).

To ACPOMT — M. Furnell (RNH Haslar).

### ACTING CHARGE CHIEF ARTIFICER

Authority was issued by HMS Centurion in May 1994 for the following ratings to be advanced to Acting Charge Chief Artificer:

To ACCWEA — J. D. Tyrell (FOSF), D. A. Pheby (Birmingham).

To ACCMEA — D. C. Kingston (Drake).

## Swop Drafts

LS(S) Fraser, HMS Cochrane, ext 62024, 2016 trained, drafted HMS Defiance in July. Will consider any ship but would prefer Rosyth or Neptune draft.

POWEM(R) Matthews, Section 454, North Corner Group, Portsmouth naval base, ext 25311. Will swop for any Devonport shore base.

AB(S) Gibson, HMS Neptune AFD 60, ext 3253. Will swop for any Island clas OPV. LRO(G) Wicks, HMS Illustrious. Will swop for any Plymouth or Portsmouth ship, Falklands also considered.

WRO1(U) Billson, HMS Endurance. Will swop for any Portsmouth or Plymouth shore base or ship not deploying.

ALCK Cresswell, HMS Inverness. Will consider any other Rosyth ship, deploying or not.

WRO1(U) Williams, COMMEN RN air station Culdrose, ext 2259. Will consider any Portsmouth draft.

AW(S) Holdhusen, HMS Brave. Will swop for any Portsmouth ship, preferably not deploying.

LWRO(U) Bolton, Northwood, ext 5641, drafted COMMEN Fort Southwick in August. Will swop for any Northwood billet.

LS(S) Eeles, Portsmouth naval base, ext 24013, cross trained 2031/2016, drafted HMS Coventry in July. Will swop for any Portsmouth-based ship.

RO1(G) Smith, HMS Drake, ext 65914, drafted HMS Invincible in August. Will swop for any Plymouth ship, deploying or not.

WRO1(U) Billson, HMS Endurance. Will swop for any Plymouth-based ship or shore establishment.

MEM(L) Dickson, HMS Neptune, ext 7807, drafted HMS Glasgow in August. Will swop for any Plymouth-based ship, deploying or not.

WEM(O)1 Ranson, BRNC Dartmouth, ext 212, drafted HMS Berkeley in August. Will swop for any Devonport-based ship or shore base. Will even consider Portsmouth draft.

LS(M) Rooney, HMS Redpole, drafted HMS Newcastle in October. Will swop for any Devonport shore base or ship not deploying.

RO1(T) Tomkinson, HMS Battleaxe. Will consider any Type 23 in build or sea-going.

WWA Parish, HMS Dolphin, ext 41197, drafted Fleet Ops, HMS Warrior (Northwood), watchkeeping (week on/week off), London pay. Will swop with any AB(R) or WWA with a PV in Portsmouth area.

OM(C)1 Derby, Junior Rates Mess, HMS Collingwood, drafted HMS Liverpool in August. Will swop for any Rosyth- or Portsmouth-based ship not deploying over December/January period.

RO1(T) Breivold, COMMEN RN air station Yeovilton, ext 6116, drafted HMS Brazen in November. Will swop for any southern-based ship deploying.

WEM(O) Garrard, Scale B HMS Drake, ext 65220, drafted HMS Glasgow in August. Will swop for any Devonport-based ship or Plymouth-area shore base.

RO1(U) Taylor, HMS Daedalus, drafted HMS Edinburgh. Will swop for any Plymouth draft.

LSA Grosvenor, FMRO, Portsmouth naval base, ext 25013 or 0705 528642, drafted HMS York in September. Will swop for any Portsmouth-based ship not deploying.

STWD Phillips, 820 NAS, drafted HMS Raleigh in August. Will swop for RN air station Culdrose.

MEM(M)1 Scott, Scale B HMS Neptune, ext 3253, drafted HMS Illustrious in August. Will consider any shore draft.

AB(M) Heaven, HMS Coventry. Will swop for any shore base or Plymouth-based ship not deploying.

LMA Pugh, HMS Bulldog. Will swop for any Portsmouth-based ship, preferably an aircraft carrier.

LCK Wright, HMS Dryad, ext. 4688, drafted HMS Montrose. Will swop for any Portsmouth-based ship, deploying or not.

LMEM(L) Chandler, HMS Active, drafted HMS Invincible in October. Will swop for any Plymouth-based ship or shore base but will also consider any other UK draft.

LRO(G) Beard, FOSFCXP, HMS Nelson, ext 24401, drafted Northwood COMMEN (PV) in July. Will swop for any Portsmouth shore billet.

LSA Clewes, HMS Daedalus, ext 4227, drafted to MCTC Centurion (Colchester Prison Staff) in July. Will swop for any Portsmouth shore base.

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The deaths of the following members of the Association of Royal Navy Officers are reported:

Lt Cdr G. F. S. Brian, Served in HMAS Canberra and Perth and HMNZS Achilles, and in 842 Squadron HMS Fencer, HMS Tracker and RNAS Trincomalee.

Lt Cdr P. Cane, Served in HMS Ark Royal 1958, RNAS Hal-Far 1962, HMS Terror and HMS Daedalus 1968.

Lt Cdr P. J. Connolly of Durban, South Africa. Served in 801 Squadron Donibristle, HMS Furious 1939-41, and CO 771 Squadron Macrihanash 1943/4.

Lt Cdr R. Dyer, Served in HMS Valiant 1940, HMS Icarus 1942, and HMS Tenedos 1944.

Capt F. T. Healy, Commodore RNZN Bd 1966, HMS Caledonia 1968.

Lt Cdr A. C. Hickman, Served in HMS Argonaut 1945, Cleopatra 1948, and Rocket 1955.

Lt M. K. Hunt DSC, Served in HMS Mauritius 1940-44.

Lt M. E. Maslen, Served in MTB48 1945.

Rear Admiral Sir Kenyon H. Peard KBE, Director Naval Electrical Department 1956-1958.

### ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

D. Scott, Ex-AB, Maidstone. Ships include Vigilant, Zulu, Eastbourne, Defender and Carysfort. Aged 52.

T. S. Neil, Ex-Cox'n Coastal Forces, Waterloo. Aged 64.

T. Habberley, Scarborough. Aged 64.

B. Shearer, Scarborough. Member of RNPSA, aged 72.

A. Mann, Scarborough. Member of RNPSA, Aged 73.

J. Dyke, Bloxwich. Aged 72.

J. Bell, Life member Glasgow. Served in HMS Bouvett and was a member of the Scottish branch of RNPS. Aged 74.

E. Sired, Ferndown. Joined Navy in 1935, ships include Royal Sovereign, Iron Duke, Hood, Fury, Valiant, Sirius and Bellerophon. Aged 74.

T. Cummins, Life member Darlington.

L. Williams, Ex-PO Tel. Margate. Ships include Resolution, Durban, Mauritius, Superb, Triumph and Glory.

# Royal HEN party

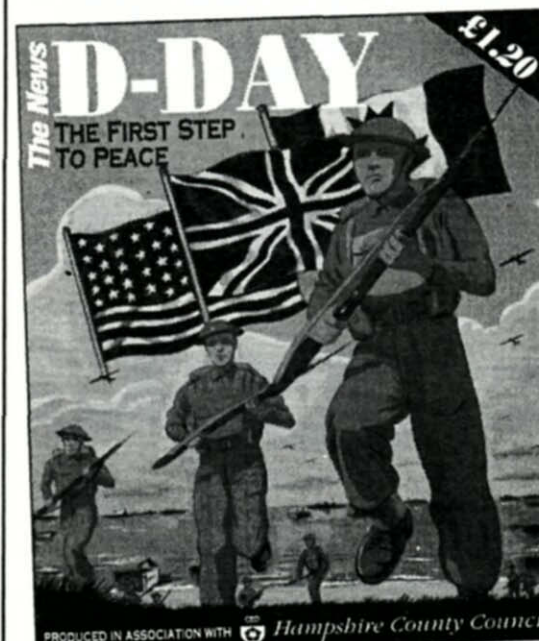


FIRST Sea Lord Admiral Sir Benjamin Bathurst (seated front, third from left) hosted the sixth meeting of the Heads of European Navies (HEN) on board HMV Britannia while the ship was alongside in Portsmouth last month.

Present were the Chiefs of Naval Staff from Belgium, Denmark, France, Germany, Greece, Italy, The Netherlands, Norway, Portugal, Spain and Turkey as well as the UK along with an observer from the United States Navy.



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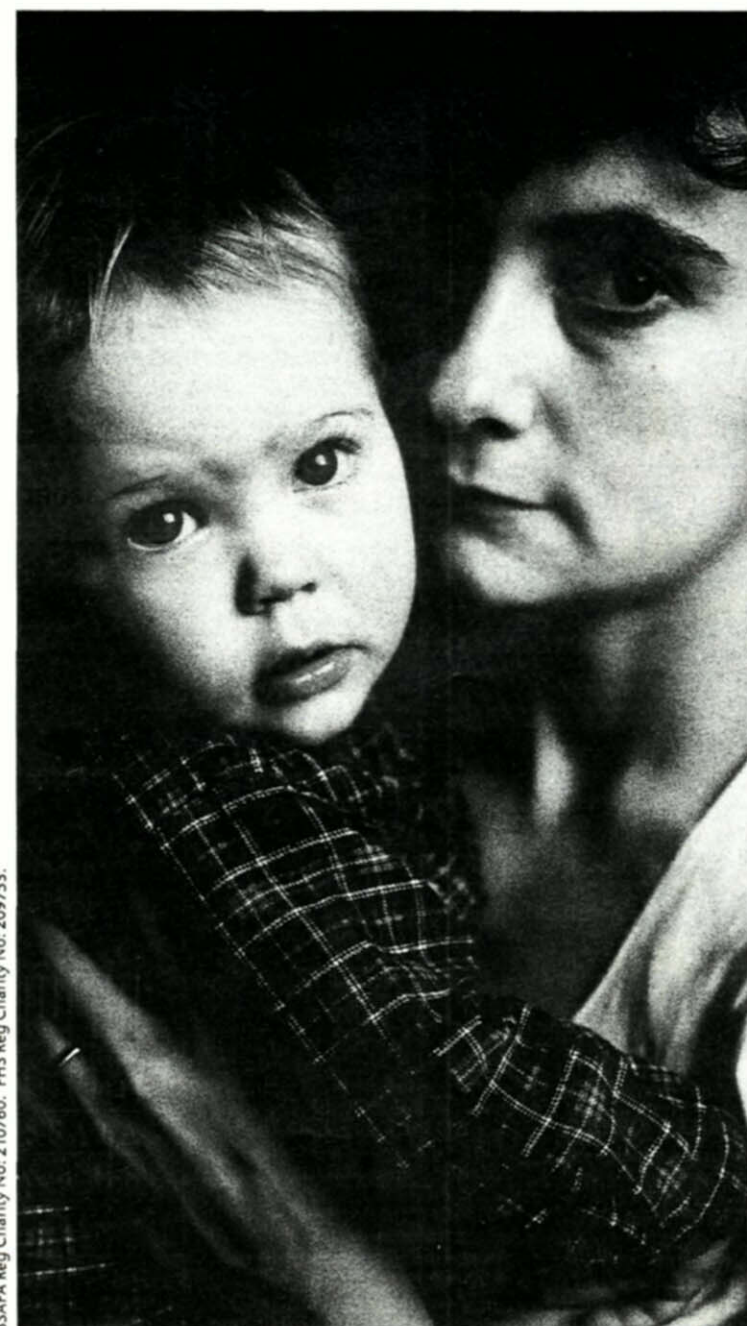
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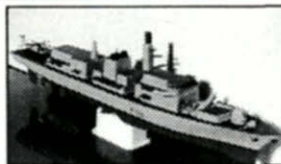
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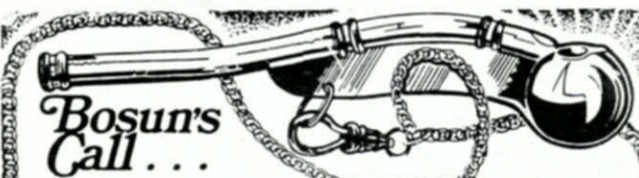
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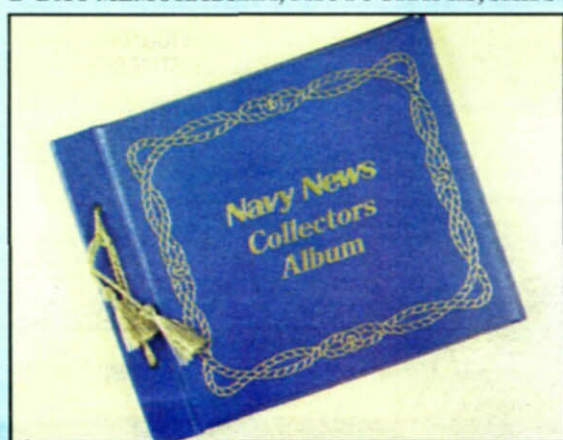
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## Reunions

**HMS Indomitable Assn** will hold their next reunion at the RNA Nautical Club, Royal Leamington Spa on Sept 10. Details from Ron Sloan on 061 962 8560.

**Merseyside branch of WRNS** will hold a reunion on July 27 for any Wrens who were stationed at the Blundellsands Hotel, Grosby, Lincs. Details from D. Heward, 45 Pinetree Grove, Morton, Wirral L46 9QU.

**Lascaris (Malta) Communicators Assn** will hold their fifth reunion at the Home Club, Portsmouth on Oct 15. Membership of the association is open to all branches based in Malta and next year they are organising a visit, in September, to the island. Details from Terry Parker, 54c Cheriton Rd, Folkestone, Kent CT20 1DD (tel. 0303 249242).

**Sick Berth Attendants (1943-44):** Anyone wishing to attend a reunion in RNH Stonehouse in March 1995 contact Arthur Willmer, 5 Calder Crescent, Kendray, Barnsley, S70 3JF (tel. 0226 298333).

**HMS Foylebank** annual reunion will be held in HMS Osprey on July 1-3. Details from D. Bishop, Shielings, Rackenford, Tiverton, Devon EX16 8DU.

**Telegraphists, ex-Belle Isle, HMS Royal Arthur, Oct 1994:** Anyone interested in a reunion in Blackpool on Sept 3 send a s.a.e. to Brian Weeden, 24 Berkeley Close, Rochester, Kent ME1 2UA or Sid Teasdale, 29 St Ives Ave, Blackpool FY1 5RA.

**LCA 524 Flotilla, Empire Arquebus, D-Day (previously LCA60th on Duchess of Bedford):** Any members wishing to meet up in HMS Belfast in Oct/Nov contact Reg Horridge, "Lowbridge", Knowel Hill Common, Reading RG10 5YD (tel. 0628 822512).

**RN Signal School, Cookham, 606 Class:** Members interested in a reunion in Summer 1995 contact Walter (Smiler) Townsend on 0532 639649 (Leeds) or Robert (Bob) Stonell on 0494 763073 (Amersham).

**Force 133 and 142 Raiding Forces ME, RN, BMA, UNRRA, Greek Liberation:** Anyone wishing to attend a 50th anniversary reunion on the Island of Chios in Sept contact Mr R. D. Yates, 100 Longridge Rd, Preston PR2 6RL enclosing s.a.e.

**MHS Curacao** will hold a reunion at Nottingham RNA Club on Oct 1. Details from A. Martin, 2 Smythe Rd, Swindon Village, Cheltenham, Glos GL51 9QU (tel. 0242 527393).

**HMS Vanguard:** To commemorate the 50th anniversary of the battleship's launching a reunion will be held in Glasgow on Oct 8. Details from Mr A. Tremlett, 16 St Augustine Rd, Griffithstown, Gwent NP4 5EX (tel. 0495 764905).

**HM ships Hecla, Hydra, Hecate and Herald (Ocean Survey Ships):** The second reunion of the H Boat Association will be held in the WOs' and CPOs' Mess, HMS Drake on Sept 24. For details, enclose s.a.e. to The Secretary, The "H" Boat Association, The Elms Guest House, 48 Victoria Rd South, Southsea, Hants PO5 2BT (tel. 0705 823924).

**HMS Lulworth** annual reunion will be held at the Bull Hotel, Peterborough, on Sept 14. Details from David Thomas, Cedar Lodge, Church Lane, Sheering, Nr Bishop's Stortford, Herts CM22 7NR (tel. 0279 734 259).

**Fast Minelayers Assn (HM ships Abdiel, Latona, Apollo, Welshman, Manxman and Ariadne, South West Section)** will hold a reunion at the White Ensign Club, South St, Exeter, on June 18. Details from Gordon Ferris, 17 Coombe Rd, Dartmouth (tel. 0803 833740).

**HMS Ganges Assn:** A new division is being formed at the Chelsea branch of the RNA, 48 Gunter Grove Chelsea, London SW10, with the first meeting taking place on 22nd June. Details from Dave Carr on 081 788 2679.

**Fleet Air Arm Field Gun Assn** will celebrate the 25th anniversary at Lee-on-Solent on June 17-18. Details from Jim Andrews.

14 Scott Close, Stubbington, Fareham, Hants (tel. 0329 664007).

**RN Minesweeper Sir Gareth T22, Sept 12 1942:** The ship's company who picked up the crew of a B17 Flying Fortress who ditched near Magilligan Point in the Irish Sea are invited to make contact and attend the Rescuers and Rescued reunion in July (the crew of this 306th Bomb Group aircraft will be returning to the UK in the hope of meeting and thanking the minesweepers crew. Contact Ken Rimell, Museum of D-Day Aviation, tel. 0374 971971.

**HMS Auckland, Tobruk 1941:** A final farewell will take place at Southsea naval war memorial on June 25. Details from J. Bennett on 0705 379730.

**HMS Newcastle (1947-49)** will hold a reunion at the Royal Fleet Club, Devonport, on June 11. Details from Les Smith, 14 William Ave, Eastwood, Notts NG16 3LE (tel. 0773 717591).

**Jungle Cocktail Party** will take at Sherborne Castle on July 22. Details from POC Lt Colwell or Lt Wilding, RN air station Yeovilton, ext. 6631/6011.

**Fast Minelayers Assn (South East Branch)** will meet at the Royal British Legion Club, Braganza Rd, Kennington, London, on June 29. Details from Ray Moore, 89 Watling Rd, Norwich NR7 9TG (tel. 0603 37652).

**Central Flying School (Helicopter) Squadron:** Ex-staff instructors are invited to a dinner at RAF Shawbury on July 19 to

mark 40th anniversary of CFS(H). Contact Lt Philip Garner on 0939 250351 ext. 7382.

**Portsmouth Field Gun Assn** will hold their next reunion at HMS Excellent on July 1-2. Details from The Secretary, PFG Association, 144 Highland Rd, Eastney, Portsmouth PO4 9NH.

**Japanese Labour Camp Survivors Assn of Great Britain** is planning a series of commemorative pilgrimages to the Far East to mark the 50th anniversary of the end of the Second World War. Enquiries, from members and non-members alike, should be directed to Three Pagodas VJ50, Rayner House, 23 Higher Hillgate, Stockport, Cheshire SK1 3ER.

**RN Communications Branch Assn** will hold their first annual reunion in the Royal Fleet Club, Devonport on Aug 13. Details from Mr C. Beeson, 8A Sea View Terrace, Liphon, Plymouth PL4 8RL (tel. 0752 253746).

**HMS Tremadoc Bay Assn** will hold their first reunion at the Talbot Hotel, Worcester, on Aug 13. Details from O. J. Barton, 2 Albert Rd, Worcester WR5 1EB (tel. 0905 352377).

**HMS Garlies** will hold their next reunion at the Union Jack Club, London on Sept 3. Details from Paddy Red, 37 Coatesmore, Bracknell, Berks RG12 7YL (tel. 0344 55072).

**HMS Kenya Assn (1940-62)** will hold their next reunion on Sept 2-3. Details from W. Boardman, 35 Holmeigh Rd, Chidwall, Liverpool L25 2SA (tel. 051 487 0093).

## Calling Old Shipmates

**LCT 4044, Arromanches:** Harry Hawkesworth, 7 Mordaunt Lane, Ryehill, Northampton NN5 7RJ, would like to hear from old shipmates.

**Russian Convoy Club, West Riding Branch:** A new branch now meets at Eastborough Working Men's Club, Dewsbury, on the last Wednesday of every month at 1130 hrs. Details from J. Harris 0274 671257.

**ML250 and 19th ML Flotilla (1943-46):** Tom Neve, 14 Manor Grove, Sittingbourne, Kent ME10 1LT (tel. 0975 477932) would like to hear from old shipmates.

**HMS Boxer (1944-47):** Mr W. P. Tilt, 26 Springfield Rd, Bilston, West Mids WV14 6LN, would like to hear from old shipmates.

**National Fleet Air Arm Assn, Bristol:** A new branch has been formed in the Bristol area and anyone wishing to join should contact Reg Veale, 71 Bourton Ave, Stoke Lodge, Patchway, Bristol BS12 6ED (tel. 0454 898363).

**HMS Belfast, Korea (1950-53):** Ex-AB Charlie (Punchy) Crane, 29 Cedar Dr, South Oulton Road, Lowestoft, Suffolk NR33 9HA (tel. 0502 508414) would like to hear from old shipmates, in particular Fred Cutmore, David Hopper, Jackie Tarr, Glyn Grace and Louise Volter.

**HMS Tyne (1957-59):** Doug Ballands, 87 Nursery Rd, Bishop's Stortford, Herts CM23 7HJ (tel. 0279 659862) would like to hear from ex-PO(GI) Reg Beck.

**HMS Ganges, June 1951 Entry:** Colin Taylor, 68 Ingleby Rd, Ilford IG1 4RY, would like to hear from old shipmates, particularly 5 and 6 Classes, Grenville Division.

**HMS Mahatma, Feb 25 1944:** Ex-CPO Alec Duff, 62 Elizabeth Ave, Barry (tel. 0446 737206) would like to hear from survivors of the ship which was sunk by a German U-boat during the Russian Convoys.

**HMS Lioness (1944-45) and LST 427:** Roy Ledrew, c/o B. McDermott, 21 Bower St, Widnes, Cheshire WA8 6LP (tel. 051 424 9993) would like to hear from ratings who served in HMS Lioness, particularly a rating named Taylor from the Liverpool area, and

Roy Ledrew who served in LST 427.

**HMS Collingwood, Sept-Oct 1957:** Old shipmates of Taff Derek James Hearn please contact 0248 714308.

**HM ships Ganges (1950) and Euryalus (1951):** Peter Cameron, 512 Linnet Dr, Chelmsford, Essex CM2 8AN, would like to hear from Ian Easson.

**H08 Squad RM, Deal, June 1940, and Stalag IVC:** Walter Cleasby, 20 Rockferry Close, Stockton-on-Tees, Cleveland TS19 9NT, would like to hear from old shipmates whose parade sergeant was Colour Sgt Gosling, and from prisoners of Stalag IVC who were taken in Crete and were POWs in Komatau, Sudarenland.

**Malta (1953-55):** Will Robert "Nobby" Acres, who was in Malta in the Army but attached to the Navy (wife was called Renata) contact Charlie Don's daughter Alex on 081 509 0827.

**HMS Centaur (1961-65):** Will S/Lt Perry, whose wife taught English at Cowplain Secondary School, contact Charlie Don's daughter on 081 509 0827.

**TS Arethusa (1941-42):** Joe Stagno, Flat 93, Barkis House, Brownlow Close, Portsmouth PO1 4ER, would like to hear from old shipmates.

**HM ships Narbrough, Golden Eagle and Findhorn (1942-46):** Ron Newbury, Ashwood Lodge Rest Home, 16 Blair Ave, Upper Parkstone, Poole, Dorset BH14 0DA (tel. 0202 730247/743007 ext 322) would like to hear from old shipmates.

**London Nautical School/TS Exmouth:** Mr John Brand, Headmaster, The London Nautical School, 61 Stamford St, Blackfriars, London SE1 9NA (tel. 071 261 9535) would like to hear from old boys.

**Hartland Point (1963-63) and HMS Tiger (1964):** Mrs J. Macey, tel. 0474 350492 would like to arrange a reunion for her husband Reg Macey and would like to hear from his old shipmates, in particular John Broadbent, Arthur Paton and "Horse".

**HMS Ganges, Keppel 232, 1960:** John Wood, 19 Arcade Chambers, Bognor Regis PO21 1LL (tel. 0243 824681) would like to

## Over to You

**HMS Whitby:** G. R. Mitchell, 30 Crescent Rd, Gwaun-Cae-Gurwen, Ammanford, Dyfed SA18 1HL would like a copy of the ship's commissioning book after her last Far East tour.

**HMS Diamond, Visit to Petra, Jordan, 1954:** E. P. Carter, 26 Kingsway, Ipswich, Suffolk IP3 9ET (tel. 0473 717489) drove five ratings from the ship to the city of Petra, in Jordan, in 1954, but has since lost all his photos of the occasion in a fire. He would like to hear from any of those ratings who may still have photos which he can borrow and have reprinted.

**Champion Gun Crew, Mediterranean Fleet, 1904 or 1908:** Syd Wreford, Glad Tidings, Meadowcroft, Donnington-on-Bain, Louth, Lincs LN11 9TP would like to hear from anyone who may have a photo of the gun crew.

**Operation Dynamo, May 1940, Yacht Skylark:** Under the command of S/Lt M J R Yeatman, the yacht Skylark took part in the evacuation of French and English soldiers from Dunkirk. She was found drifting off Dunkirk with damaged stern gear and was towed back together with the Eastbourne lifeboat by the passenger launch Southern Queen. The Association of Dunkirk Little Ships is trying to piece together the yacht's history and would like to hear from S/Lt Yeatman or anyone else who may be able to help. Contact J & P Lewis, The Cottage by the Lake, Hook Shore, Warsash, Southampton SO3 9HF.

**HMS Tullickevan, Balloch, Loch Lomond:** Frederick Lamb, 26 South Durham Court, Hendon, Sunderland SR1 2JF would like to hear from anyone who remembers the hospital in the camp.

**HMS Corinthian (1943-44), HMS Peony (1942) and HMS LST 347 (1945):** F. Greaves, 7 Philog Court, Whitchurch, Cardiff CF4 1EF would like photographs of HMS Corinthian when she was with the training squadron out of Rosyth, HMS Peony before being

heard from old shipmates, in particular instructor R. S. Cokes A.J. with view to a reunion in 1995.

**MTB 649, Mediterranean 1945:** Stew Large, c/o Tim Callan on 071 835 1564, will be visiting the UK at the end of May and wishes to contact Ted Kesterton.

# FIFTY YEARS ON

A look back at the wartime operations of the Royal Navy half a century ago this month:

Operation Neptune — the D-Day landings and the subsequent support of Operation Overlord — overshadowed all other events this month. One and a half million tons of stores, 352,750 men and 152,000 vehicles were landed over the beaches.

During the period to September, when Le Havre fell, 58,621 shells were fired in 750 bombardments. There were 28 surface actions with German destroyers, minesweepers and E-boats. The Allied Navies lost some 17 ships, cruisers, destroyers, frigates, sloops and minesweepers, mostly to mines.

Principle events included:

3: RCAF Canso sank U-477 off the Shetlands.

6: D-Day. On this day Norwegian destroyer Svenner was sunk by German torpedo boats and HMS Wrestler was severely damaged by mine.

7: Capture of Port-en-Bessin by 47 Cdo. RM. RAF Sunderland sank U-955 and U-970 in Bay of Biscay.

8: HMS Lawford sunk by air attack in Seine Bay, RAF Liberator sank U-373 and U-629 off Ushant.

8: RAF Liberator sank U-740 in Western Approaches. HM ships Ashanti, Eskimo and Tartar, HM Canadian ships Haida and Juron and Polish ships Blyskawica and Pirouen engaged four German destroyers off the Ile de Bas. Two sunk, one badly damaged.

10: HM submarine Untiring sank German A/S vessel off Toulon. RAF Liberator and Mosquito sank U-821 off Ushant.

11: RCAF Canso sank U-980 off Norway. Attack on Le Harnel and Rots by 46 Cdo RM.

13: HMS Boddicia sunk by German air attack off Portland Bill. RCAF Canso sank U-715 off Shetlands.

14: HMS Ashanti and Polish ship Pirouen sank German minesweeper off Cape de la Hague and another south of Jersey.

15: HMS Mourne sunk by U-767 off The Lizard. HMS Blackwood torpedoed by U-764 off Portland, sank in tow. HM submarine Satyr sank U-987 off Norway. HM submarine Sickle sunk by mine in the Aegean, the last British submarine to be sunk in the Mediterranean.

17: Assault on Elba by 19th Minesweeping Flotilla. Norwegian Air force Mosquito sank U-423 off S. Norway.

18: MTB's 727 and 748 sank German

**HM ships Edinburgh and Trinidad:** L R Carver, 6 Inwood Rd, Wembdon, Bridgewater, Somerset TA6 7PW (tel. 0278 451719) would like to hear from anyone who served with his uncle, Royal Marine Clarence Darrell Stanley Carver (known as Darrell). He would also like to purchase two books on the Arctic Convoys by Frank Pearce, Sea Wars — Great Naval Battles of World War II and Last Call for HMS Edinburgh.

**Ben Lomond (1952-53):** Michael Buchanan, Room 2193, BBC Scotland, Queen Margaret Dr, Glasgow G12 8DG (tel. 041 330 2193) would like to hear from anyone who sailed in Ben Lomond during these two years for a programme he is putting together about the MOD and its links with the west coast of Scotland.

**HM ships Paynter, Blackfly, Silja, Sumba and Eclipse, Arctic Convoys PQ13 March 18-31, 1942:** Alan Blyth, Flat 5, 6 Stonor Rd, West Kensington, London W14 8RZ is researching the convoys and would like to hear from shipmates who sailed in the above-mentioned ships.

**HMS Highflyer's ship's bell:** Susan Walker, 35 Osprey Court, Bold Street, Old Trafford, Manchester M15 5QB (tel. 061 228 3062 ext 213 — days) was christened in the ship's bell in Sri Lanka and would like to know of its whereabouts and if anyone has any photos.

**HMS Ramilies, 1942:** Mr Glenn Huxley, Box 231, Moonee Ponds, Victoria, Australia 3039 would like to hear from anyone who was on board the Ramilies when she was torpedoed in 1942.

**HMS Tullickevan, Balloch, Loch Lomond:** Frederick Lamb, 26 South Durham Court, Hendon, Sunderland SR1 2JF would like to hear from anyone who remembers the hospital in the camp.

**HMS Corinthian (1943-44), HMS Peony (1942) and HMS LST 347 (1945):** F. Greaves, 7 Philog Court, Whitchurch, Cardiff CF4 1EF would like photographs of HMS Corinthian when she was with the training squadron out of Rosyth, HMS Peony before being

handed over to the Greek Navy and HMS LST 347 when she was carrying a LCT on her upper deck on passage to India.

**HMS Khedive:** Would Leading Signaller Bill Howard contact Sheila Hammett, 69 Old Heath Rd, Colchester, Essex CO1 2EX (tel. 0206 793327). The son of the Wren he saved on the Khedive Ismail would like to talk to him.

**Pacific Post:** Albert Stoker, 44 Buckingham Rd, Peterlee, Co Durham SR8 2DT (tel. 091 587 0292) would like to hear from anyone who has a first edition of Pacific Post.

**Wreck Dispersal Flotilla:** Ginger Knowles, 10 Clinton Ave, Lipson, Plymouth PL4 7HA would like to know when the Wreck Dispersal Flotilla was first formed.

**RN boxer Jim Lawlor:** John Redfern, Ena's Cottage, 3 Marsh Rd, Oulton Broad, Lowestoft, Suffolk NR33 9JY (tel. 0502 513809) is writing a biography of Jim Lawlor and would like to hear from anyone who has stories or photographs about the famous "southpaw".

**Naval Sword:** Anyone who has information about a naval sword, bought in Dusseldorf, and inscribed, circa 1910, with the serial number M9428 and the makers name, H Friedeberg Ltd, 81 Queen St, Portsmouth contact A M Lamb, 17 Miron Rd, Trenton Ontario, K8V 3H9, Canada.

**HMS Vanoc, Oct 3, 1939:** T Collieran, 6 Tamar Dr, Walmley, Sutton Coldfield, B76 1YT would like to hear from anyone who has information about an incident on board which resulted in injuries to the gun crew.

**Merchant ships/Troop carriers:** Anyone who has information about how merchant ships were converted to troop carriers in 1940 (in particular, plans or photographs) contact K Ulyatt, 59 Copeland Dr, Parkstone, Poole, Dorset BH14 BNS (tel. 0202 730037).

**D-Day Wrens:** Wrens rewarded for D-Day services to the Fleet, by Tea Board, HMS Rodney and American ships contact Mrs J Hamilton, 13 Tatham Lodge, Richmond Rd, Merton SW20 0PF.

**The Wilhelmshaven Assn:** Ex-pupils who attended Prince Rupert School, Wilhelmshaven are invited to contact Liz Bird on 0703 252925 (after 1900 hrs weekdays or anytime during weekends).

**Gallipoli Assn, Duchess of Richmond:** In 1934 some 720 passengers, veterans of the Gallipoli campaign and their relatives, sailed on board the Canadian Pacific liner Duchess of Richmond for Turkey. One of the organisers, W Stanton Hope, who had served with the RN Division at Gallipoli, subsequently wrote a souvenir book about the cruise, Gallipoli Revisited. The association will be publishing in their journal later this year an account of the cruise and is anxious to hear from anyone who might have additional information, photographs, menu cards or other memorabilia from 60 years ago. Contact David Saunders, Wootton Pointfields, Hakin, Milford Haven, Pembrokeshire SA73 3EB.

**HMS Victorious, 1960:** Carl Cryer, 9 Weston Square, Earlsway, Macclesfield, Cheshire SK11 8SS would like to buy a tankard which was given to members of the last ship's company — his father served in her but had his tankard stolen.

**Oban, Second World War:** Mr M Hughes, 2 Longsdale Cres, Oban, Argyll PA34 5JP (tel. 0631 62806) is researching wartime activities in the area and would like to hear from anyone from the RN, RM, FAA and Merchant Navy who served in Oban, Tobermory, Dunstaffnage, Benbecula or the surrounding islands.

**HM ships Narvik and Messina:** Reg Smith, Regwen, 14 Ashling Park Rd, Danemead, Hants RG27 6EH (tel. 0705 264809) is researching the history of the two ships and would like to hear from anyone who served in them at Christmas Island, particularly the ships' companies who brought them home.

**HM submarine M1 and M Class:** Nigel Rogers, 517 Kingstanding Rd, Birmingham B44 9TD (tel. 021 384 3651) is writing a book about the submarines and would like to hear from anyone who served in them.

**HM submarines Tempest, Union, Unison, United and Unruly:** Anyone who has information about the badge designs of these submarines contact Derek Taylor, 16 Francis Way, Colchester, Essex CO4 3DZ (tel. 0206 860694).

**HMS Odyssey, Golden Hind, Laiton Peewit, Vairi and NP 1688:** Anyone who has information about the above-named ships and establishments contact J E Ives, 2 Hawthorn Bank, Carnock, Nr Dunfermline, Fife KY12 9JS.

**HMS Repulse:** Mr J P S Smith, 17 Lakeside Court, Old Cove Rd, Fleet, Hants GU13 8RZ would like to hear from anyone who knew his uncle AB John Thomas Frederick Garfield Sullivan Bennett who, it is believed, was a survivor of the Repulse.



## BRITISH PACIFIC & EAST INDIES FLEETS 50th ANNIVERSARY YEAR

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A special tour will depart U.K. 4th August 1995, returning on 24th August. On the outward journey to Australia there will be a stop over in Singapore to participate in a ceremony to mark the 50th Anniversary of Liberation. On the return journey veterans will participate in commemoration of Hong Kong's 50th Anniversary of Liberation.

Those interested in this commemorative tour should contact John Howard at the Official Travel Agents, Barrow Travel, 117/119 Dalton Road, Barrow-in-Furness, Cumbria, LA14 1HZ. For details Telephone 061 905 3170

Gerry Purnell, Vice-Chairman, National Planning Committee.

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# BUCCANEER IS BACK



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## CALL TO OPEN UP FOR THE EX-RNXS

WITH 13 motions on the agenda for the RNA conference in Birmingham on July 9, there is no shortage of topics for debate.

A proposal by Paddock Wood branch "that all ex-members of the now disbanded Royal Naval Auxiliary Service be allowed full membership of the Association" should get delegates off to a flying start.

Assuming this motion generates some heat, it is unlikely to subside when delegates turn their thoughts to the five motions concerned with the Association's finance — especially subscriptions.

Herne Bay branch proposes "that from 1995, all spouses of full members be entitled to join the Association as associate members at half the current rate".

A similar thought is echoed in the Gravesend motion "that annual subscription from associate members of the branches which wholly control their own clubs should be reduced to half the current rate".

As one of the prime purposes of conference is to give delegates the opportunity to reflect opinion at grass roots, motions proposed by Stratford-upon-Avon and Cardiff branches suggests that a desire for change is afoot.

Stratford proposes "that from 1995 all future conferences be held in Portsmouth". Taking the debate one step further, Cardiff proposes "that the national conference and reunion (when held), take place in the same period and in the same place".

The day's debate will end on a fashion note with a proposal by Greenford "that female standard bearers should wear a tricorn hat in place of a beret".



Picture: Mrs. Carol Sykes

## Masterly success by Soham president

A "first" for Soham branch — as their president, Shipmate Lt Cdr Steve Sykes (centre) receives his Masters' degree in Philosophy at Cambridge University. His proud escorts reflect the delight the branch feels at his success. They are (from left) Shipmates Mike Pallett, Bob (Tim) Riley, Jack Payne and Derrick Watts.

## Massed standards on parade

THE Sunday afternoon tranquility of the market town of New Alresford, Hampshire, was pleasantly interrupted when a strong contingent of shipmates displaying 14 standards proudly marched up the High Street to music by the Parkstone Sea Cadet band.

Occasion was the dedication of the New Alresford standard in the parish church of St John by branch chaplain the Rev. Graham Trasler.

In spite of the cold wind, many people lined the route and witnessed Admiral Sir Derrick Reffell, branch president, take the salute at the march-past.

Guests at a reception which followed included Lady Helen Reffell, Shipmate Gordon Lowry (chairman, No. 3 Area), National Council member Shipmate Kay Warrington, Shipmate Janet Knapton (Secretary No. 3 Area) and K. Yealdon, chairman Alresford Parish Council.

### Pontllanfraith

The 40th birthday of the branch was celebrated in style at the Oakdale Hotel, shipmates and guests being welcomed with drinks by courtesy of the Oakdale Hotel, Mercury Taverns Ltd.

To mark the occasion, an anniversary cake provided by

### Branch News

branch vice-president, Shipmate Peter Brace, was cut by the mayor and Shipmate Tom Edwards.

Guests included Shipmate P. Reardon, deputy National Council member for No. 7 Area, the chairman and vice-chairman of Blackwood Royal British Legion, the Deputy Mayor and Mayoress of Islwyn Borough Council, and members of Caerphilly branch.

### Dartford

At the branch's annual dinner dance, attended by 133 shipmates and friends, Shipmate Jim Brett was presented with a plaque of HMS Glory in which he served during the Korean War.

The presentation, in appreciation of Jim's 30 years' service as branch secretary, was made by Rear Admiral Tony Whetstone, president of No. 2 Area. Jim's life, Sylvia, was presented with a bouquet.

Members of the branch attended a concert at Fairfield Halls, Croydon given by the central band of the Royal British Legion, directed by former branch president Capt. Ted Whealing RM. The programmes also included a recital by Croydon Choral Society.

### Northampton

On the nearest Sunday to the date of the sinking of HMS Laforey, the adopted ship of Northampton, survivors and relatives of those lost attended a memorial service and parade in the town organised by the local Sea Cadet unit, TS Laforey.

This year marked the 50th

anniversary of the loss and as it was the last organised reunion, a special effort went into the event.

The salute at the parade on Sunday morning was taken by the Lord Lieutenant of Northamptonshire accompanied by the Mayor and the branch president, Capt. L. B. Charles.

## Coventry plaque damaged

ON A VISIT to Coventry to attend a reunion, Shipmate Tony Morris of Sidcup branch was saddened to find that a commemorative plate to the men lost in HMS Coventry during the Falklands War was impossible to read due to the ravages of time and weather.

He suggests that the local branch of the RNA, or the present ship's company could help repair the damage.

A civic reception followed at the Guildhall which was attended by survivors, relatives, families, and members of the branch.

### Kingston

Members of Kingston upon Thames branch welcomed Capt Paddy Vincent RN, president of No. 1 Area, and Shipmate Dave Harding, area vice-president and chairman, when they arrived to present the Shipmate of the Year award to Shipmate Len Stokes, branch chairman.

It was the third year that a Kingston member had won the trophy for outstanding services to the area and the branch.

### Redruth & Camborne

There was good news from treasurer, Shipmate Bob Lewery, when he reported an excellent bank balance and an increase in paid-up membership to 78.

### Norwich

Shipmate Esme Ketteridge has been honoured with life membership — the first to be awarded by Norwich. The branch, inactive for nearly 20 years, was reformed in 1979. Esme being one of six founder members. She took office as secretary — a task she has diligently performed ever since.

### Bletchley

Former ship's company members of the battleship HMS Queen Elizabeth were en-

tertained by the branch when they met for a reunion in the town — their first after 50 years.

The occasion was so successful a second reunion is planned next year in Portsmouth to coincide with the Pacific East Indies Fleet reunion on September 2-3. Details from Shipmate R. Andrews (tel. 0705 472248).

### Llandudno

A dozen members of the branch had a day to remember when invited on board HMS Liverpool during the ship's visit to the city.

The guests were given a tour of the ship and were "virtualised" in the customary fashion.

### Falmouth

There were tributes galore for officers of Falmouth branch from its president, Vice-Admiral Sir James Jungius, and its chairman, Shipmate Harold Thompson, at the branch annual general meeting.

Singled out for special mention were standard bearers Shipmates Bert Jenkin and Bill Marshall.

There was a warm tribute

also to Shipmate Rob Thompson for his tireless work on the welfare branch. Congratulations were sent to Capt Richard Phillips on taking command of HMS Illustrious and on his appointment as ADC to the Queen.

### Pwllheli

The branch dedicated to its first anniversary to arranged a reunion of former trainees and instructors of HMS Glendower, now Star Coast World.

The event, depending on response, would be organised in conjunction with Star Coast World and could become an annual highlight. Those interested contact Shipmate G. K. Holliday, 73 Lon Ceregidion, Pwllheli, Gwynedd LL53 5PP.

### Bodmin

Members mourn the loss of Shipmate Bernard Tilley, who with his wife Betty, contributed a great deal to the life of the branch, organising dances, raffles and other activities.

Bernard had a smile and joke for everyone which may explain his great success as a fund raiser. A life member of the branch, he served as treasurer and vice-chairman of No. 4 Area.

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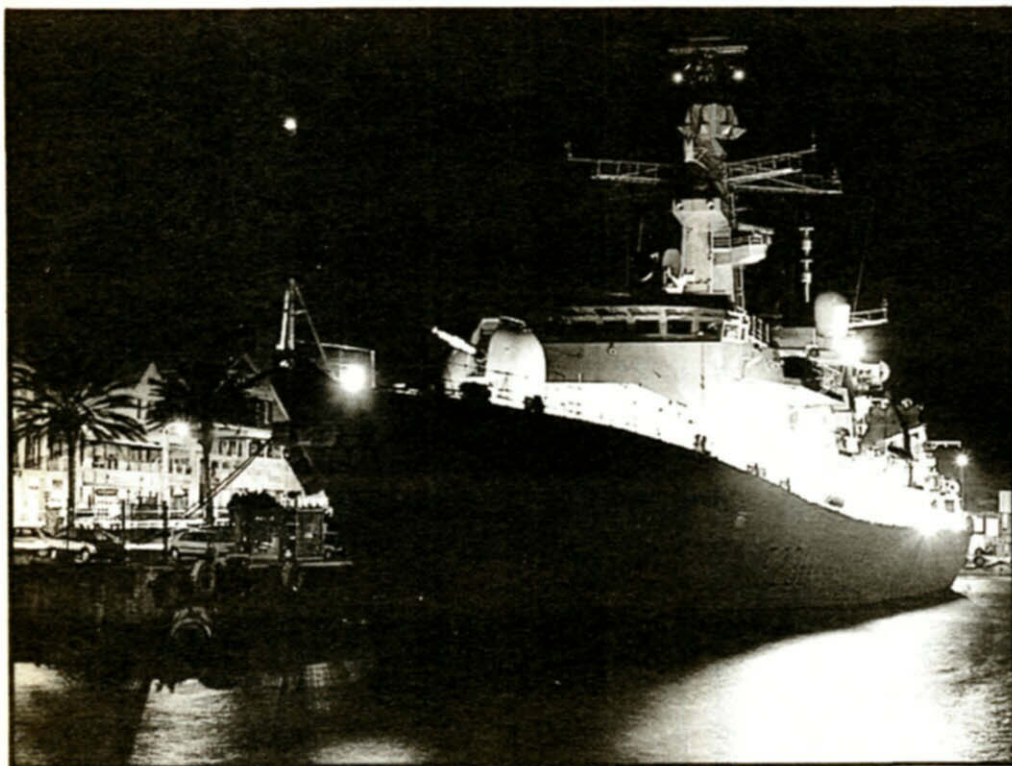
JERZEES



Viscount Slim, president of the Burma Star Association, said: "It is important that those who fought and those who died in the bitter struggle to liberate the Far East are not forgotten in this year of commemoration and VJ Day next year."



## ARGYLL'S LIGHT DUTY



Type 23 frigate HMS Argyll lit up alongside downtown Hamilton, Bermuda. As reported in last month's Navy News, the ship called on the island while on passage to the Atlantic Underwater Test and Evaluation Centre range where she was involved in anti-submarine development and Fleet equipment trials.

Picture: LA(PHOT) Rupert Seward

# Record year for Lifeboats

LIFEBOATS of the RNLI were launched a record number of times last year according to figures released by the Institution.

## Volunteer group formed

FOLLOWING the disbandment of the Royal Naval Auxiliary Service a new Maritime Volunteer Service (MVS) has been established to ensure that the volunteer spirit and seafaring skills are not lost.

The MVS, formed by a council of representatives from naval volunteer auxiliary units and other maritime agencies, plans to promote maritime awareness through education and training ashore and afloat.

It is intended that the Service will be a national body.

Further information is available from Robin Lumley on 071-916 6326.

Launches totalled 5,568 and 1,308 lives were saved. One of the characteristics of the year was a big increase in missions to help fishing vessels in distress — 248 lives being saved compared with 135 the previous year.

In all there were 879 launches to fishing vessels, with machinery failure being the most common cause of distress. Search and rescue helicopters assisted with 18 per cent of these services.

Aid to merchant vessels, tankers and related craft accounted for 173 launches — an increase of 43. A quarter of those missions were undertaken with aircraft or helicopter co-operation.

In his annual speech to the Governors of the Royal National Lifeboat Institution, chairman Michael Vernon revealed that by the end of the century their aim was to be able to make a 33 per cent improve-

ment in declared speed of response by reaching any point 50 miles off the coast in two and a half hours.

● Search and rescue helicopters assisted 1,463 people in distress in Britain last year — an increase of 110.

## Busy bee wanted

GOSPORT HIVE — the families Help Information Volunteer Exchange bureau — is looking for 'a dynamic lady' to organise its weekly programme of events. Contact June Roach on 0705 822351 ext 23533.

Are you interested in these sketches by Ivan Berryman?



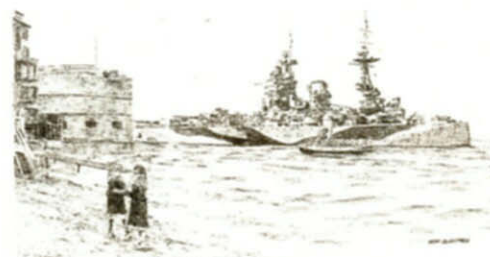
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HMS Nelson

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Why? I am building up a list of people interested in paintings and sketches of naval shipping. You see, Ivan Berryman is one of the best loved contemporary specialists in naval paintings and I have made fine limited edition prints from some of his work. These prints will not be offered through art galleries (they become non exclusive and far too expensive) so I am seeking a "data base" of people to whom I can make very special offers from time to time and to whom I can turn to, to ask what naval subjects would interest them.

You won't be worried with masses of mail. I would write only once every six months or so and, importantly, there is absolutely no obligation to buy. This is nothing like a book or record club. The price of the prints (limited sole edition of 250, each individually checked, signed and numbered by Mr. Berryman) is very fair and reasonable, far less than you would expect them to cost.

To get back to the sketches above. Yes, something for absolutely nothing is unusual. This is no competition, every genuine applicant will receive a print. But, I can only offer one print of one pencil sketch at no charge to any one address. Your coupon must reach me (by post or fax) not later than 1st August 1994 when your print will be dispatched.

Please send me free of charge ☐ tick the print you require ☐ Dispatch date August 1st.

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## DAME DURDEN'S DAIRY

# There ain't nothing like a dame . . .

... certainly nothing like this one, played by panto artiste Lt Cdr Barry Howarth.

Barry, headmaster of the British Forces School in Naples, was one of the stars in a surreal production of "Jack and the Beanstalk."

The cast was predominantly Navy but included members of the Services stationed at the NATO base in Naples.

Proceeds of the panto reached a rich-sounding 4.5 million lire, which when translated is still a highly respectable, £1,800. It is destined for charities in UK and Naples.







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LT CDR Chris Robison (above), currently on course at Dryad, has enjoyed his most successful winter season in preparation for this summer's Commonwealth Games in Canada.

He's now back from Boulder, Colorado, where he was training at altitude. Whilst in America he won the prestigious "Cherry Creek" five-mile road race in Denver, a race previously won by Steve Cram. He has also achieved a personal best (14 minutes) in the Manchester Reebok 5km road race.

Events post *Navy News*' deadline included a 5,000m event in Turkey at which Chris, running for Scotland, hoped to qualify for the CG squad and the 10,000m at the AAA Championships in Sheffield, a selection race for this summer's European Championships.



LT Steve Gough (Sultan) (above) was first across the line in the Lederle South Coast Marathon, winning the race in a time of 2 hours 28 minutes 44 seconds.

The victory also earned him the 1994 Inter-Services and Hampshire crowns.

## Polo mint!

SPORTS Minister Iain Sproat was full of praise for the Royal Navy Polo Association's sponsorship arrangement with Bain Clarkson (European Division), brokers of the Pax Plus Insurance Scheme.

The arrangement has been recognised in a Sportsmatch Award, presented at Lancaster House in London.

These cash awards are given to sporting organisations who have gained sponsorship from business to help young people, ethnic minority groups and others at a disadvantage to participate.

Bain Clarkson's generous sponsorship has enabled junior officers and ratings to take part in the exciting but expensive sport of polo. The Sportsmatch money matches the sponsor's investment.

# Ex-RN champ in great form

FIRST two matches of the new season proved to be every bit as difficult as expected for the Navy golf team, writes *Cdr Gary Skinns*.

At Tehidy Park GC, Camborne, they took on a Cornwall side with well-founded aspirations of becoming this year's County Champions. The Navy side had three players — Lt Steve Roberts (Yeovilton), LWM Pat Smout (Forest Moor) and Artificer Apprentice Terry Taylor (Raleigh) — making their debuts, and while the side was well and truly beaten there were some encouraging individual performances.

It was tremendous to see Malcolm Edmunds, a past Navy champion on no less than 10 occasions, playing for the County and still able to teach most people a thing or

two about the game.

The Navy team's cause was not helped by CPO Don West (CFM Rosyth) injuring his back on the first day. Chairman of the RNGA, Capt. Paul Du Vivier, valiantly stepped into the breach for the morning round of the following day, with that old stalwart CPO Pete Hayden (Culdrose) not for the first time rescuing the team in the afternoon by turning out at short notice.

Foursomes results were generally disappointing, but one or two of the singles ran very close, with Lt Cdr Daryll Whitehead (Culdrose) gaining a very creditable win against the local club professional.

Two weeks later the RN team were at the demanding Broadstone GC course in Dorset to encounter the 1992 county champions and where the highest handicap out against us

was 1.6.

Considering most of the Navy team are in the 4 to 5 handicap group, they by no means disgraced themselves and, indeed, received many favourable comments on their standard of play.

The foursomes were once more disappointing — this area will require a great deal of work and improvement before September's Inter-Services. There were, however, again some useful performances in the singles.

Lt Cdr Pat Lynch (FONA) and LPT Bill Stretton (Heron) gained halves — both of which could easily have been wins. Special mention should be made of Terry Taylor, who, having joined the Service in January and not played much golf, gained his first win for the Navy in only his second match.



## COUNTY CUP IN THE BAG

IN THE final of the South West Counties Cup the Royal Navy met Sussex County FA. Sussex had the first chance, but lost it when their centre-forward shot wide when well placed, writes *Lt Cdr Jim Danks*.

There was plenty of attacking play as both sides sought an early lead. On the half-hour the Navy were awarded a free-kick when LAEM Nigel Thwaites was brought down, but POPT Eric Barrett was off target.

In response Guille forced a corner for Sussex, but the Navy defence cleared the danger.

The Navy took the lead with half-time approaching. LWTR Paul Benson split the defence with a fine through ball and POPT Nick Haigh took advantage of indecision to place the ball beyond the keeper.

Maintaining the pressure at the start of the second half, the Navy took three consecutive corners, only to see Benson head over from a good position.

On the 55th minute CPOWEA Steve Johnson received a useful pass from Thwaites, but with the keeper

beaten shot narrowly wide. After another good move involving Barrett and Thwaites, Benson had a tremendous shot from 25 yards which just skimmed the bar.

However, Sussex were not be denied and only an excellent save by MEM Jason White, kept the RN ahead. With time running out the Navy ensured victory when Thwaites raced past two defenders and crossed the ball from the bye line; Haigh was on hand to secure his and the Navy's second goal, in the 89th minutes.

Winning the SWCC for the first time since 1984 — having twice lost to the Army in the past five years — was the perfect end to the Navy's season. It came as compensation after two defeats in the Inter-Services and allowed manager CPOPT John Gwynn to sign off on a winning note.



POPT Steve Riley (Dolphin) receives the SWCC Cup from Mr Ron Reeves (right), president of the competition. Next to him is the chairman, Mr Mick Parry.

Picture: Lt Cdr Jim Danks

PICTURED right are the RNFA(Youth) squad in Texas at the opening ceremony of the American Airlines Dallas Cup Competition. This international event takes place every Easter and attracts such teams as Real Madrid, Boca Juniors, Tottenham Hotspur and FC Kaiserslautern.

Despite being knocked out of the competition in the early stages, the team put up strong performances against the quality opposition.

The lads' "thank you" placard in the picture acknowledges DNR's generous gift of kit for the tour. Sponsorship for next year's competition is being sought and any organisation in a position to help is asked to contact Lt Tony West, Room 207, Victory Building, HM Naval Base, Portsmouth. Tel. 0705 727244.



## Chester bowls as if he'd not been away

HARD work by the groundstaff allowed the Navy's home match against Incogniti to go ahead, albeit two hours late, writes *Lt Cdr Jim Danks*.

The visitors won the toss and put the Navy in to bat first. Apart from a partnership between PO Paul Barsby and Lt Piers Moore, which ended when Moore was caught for 34, the batting was nondescript. After Barsby went for 48 with the score at 108 for 5 the innings fell away and the Navy were all out for 137.

Incogniti were bowled out for 232, with Moore taking 3 for 16. In his first appearance for seven seasons, CPO-MEA Andy Chester was quickly into rhythm with his slow left-arm spin bowling. He was well supported by Mne Andy Procter and AEM John Mann bowling their spinners.

In the RN's second innings S/Lt Paul Snelling and Capt. Robin Hollington shared a second wicket stand of 105 before Snelling was caught at the wicket for 47.

Good tight bowling was restricting the Navy batsmen and the game was heading for stalemate. At first an

invitation to attack the bowling was refused, but then Moore saw the opportunity to set the Incogniti a target for victory.

His aggressive innings of 94 not out in 69 balls (2 sixes; 17 fours), supported by a more sedate century by Hollington (105 no in 193 mins), in an unbroken stand of 150, allowed the Navy to declare at 264 for 2.

This set Incogniti a target of 170 in what proved to be 22 overs. They made an excellent effort, reaching 160 for 5 before the match was drawn. Chester took 3 for 59 from 8 overs as Moore kept the game open by allowing the spinners to bowl 18 out of 22 overs.

This was a satisfying match for skipper Moore in his quest to wrest the Inter-Services title from the RAF.

June fixtures — 16th v Middlesex II at Portsmouth; 17th v Barbados Police at Portsmouth; 21st v United London Banks; 22nd v MCC Young Cricketers at Portsmouth; 28th v Civil Service at Portsmouth; 29th v British Police at Portsmouth.

## Cauldwell goes so close...

FOR the Navy only Lt Dave Hill (Yeovilton) progressed to the second round of the Combined Services Badminton Men's Singles Competition, which was dominated by the RAF.

In the ladies' event LNN Helen Cauldwell progressed to the semi-final stage and PO Angie Murray reached the second round.

The RN men's pairing of LPT Steve Losh and MEM Ian Shore reached the second round of the doubles, while Cauldwell and Flt Lt Turner reached the final of the ladies doubles. Helen also reached the final of the mixed doubles, partnering SAC Edwards.

The Inter-Service team event featured exciting games — none more so than the epic struggle of Hill and NA Paul Martell against the Army No. 1 pair. The RN pair won 15-18, 18-13, 18-16.

In the individual finals the RAF took the men's singles and doubles. In the ladies' singles Cauldwell lost to Cpl Roberts (RAF) 6-11, 7-11. In the ladies' doubles she and Turner lost to SACW Whitfield and Sgt McInnes of the RAF. The mixed doubles proved to be a third disappointment when Cauldwell, partnered by Edwards, lost to the RAF's SAC Sim and Turner.

The RAF triumphed in the team event and the Army came second overall. The RN men, however, managed to beat the Army men to finish second.

## Victors and lugers

YOU'VE all seen Desmond Lynam's face superimposed on the spray-suited body of an Olympic luge contestant... now meet the sport's real men.

Royal Marines Sgt Eric Conway, L/Cpl Ian Morrey, Cpl Chris Waite (above), and Mne Paul Longman took part in the Combined Services Novice Luge Championships in Kufstein, Austria.

This was "natural luge" — not the stuff seen on telly, but a slightly slower (50mph even so) sport conducted on natural tracks with tighter corners and additional hazards, such as rocks and trees.

Over five days Maj. Chris Millwater RAMC and his staff strove to bring the novices up to competition standard, and this certainly paid off for the Marines, all of 3 Cdo Bde Air Sqn, who were representing the Senior Service.

Conway and Waite won the Inter-Services Doubles event and with Morrey and Longman were runners-up in the team championships. Morrey was third and Waite fifth in the individual tables.

Eric Conway and Chris Waite were subsequently selected for the Combined Services squad. It is hoped that by the end of the year this relatively new sport within the RN will be fully affiliated to the RN Winter Sports Association, enabling more personnel to give it a try.

And it is hoped by the Sports Editor that next year's report will appear a little earlier than June!

## NETBALL CUP HELD

HMS Collingwood beat HMS Warrior 47-36 in the final to clinch the RN Women's Netball Navy Cup for the second year running. The plate final saw HMS Heron beat HMS Sultan.

Collingwood hosted the Women's Inter-Service Netball Championships, but it was not to be the Senior Service's year. The Navy finished third; the RAF winning the event and the Army coming second.

POW Ali Parnell (Heron), POW Pauline Last (Nelson), WREN Anita Steward (St Vincent) and WREN Michelle Spear (Collingwood) represented the Combined Services at the Inter-County Netball Championships at Anerley.

Sponsored by Evian, the tournament had a record 54 senior county teams participating in a marathon 350 games over the weekend — on 17 courts! The CS team, which also included five RAF and four Army players, was coached by the Royal Navy coach, Ms Joyce Evans.





## Sailing event settled in perfect conditions

ORGANISED by the Royal Naval Sailing Association, the Illingworth Cup, a Bosun dinghy team racing event, attracted 10 teams and for the first time included some invited local civilian clubs.

The event took place in ideal weather conditions. All teams sailed against each other to determine the overall winner. This kept the race officer, Lt Cdr Alan Pearce, on his toes orchestrating the 45 starting sequences!

Overall winners were Spinnaker A from Ringwood, who were defending the cup for the fourth year running. Their national reputation was not to be dented all weekend. Minor places were eagerly contested, with only one or two wins separating the next four places.

Pictured (left) are RNSA (Portsmouth) defending their starting position against Portsmouth University A. Lt Cdr Ben Falat is at the helm of Dinghy 1 (CPO Mark Lewis crew) and Lt Ian Jackson is at the helm of Dinghy 24 (Mrs Julie Jackson crew).

## Done it, won it

PERHAPS the world's best known canoe event, the Devizes to Westminster Race, has been won by Sgt Foggy Phillips (RM Poole).

Paddling with Mr Richard Lewis of Bradford-on-Avon Canoe Club, Foggy completed the 125-mile slog down the Kennet and Avon Canal in a remarkable time of 15 hours 43 minutes, beating the second place canoe by half an hour.

Their's was the second fastest time ever, just eight minutes outside the all-time record.

The race includes 76 portages where the canoes have to be picked up and carried at a run round various obstacles, such as weirs and locks. One of the portages is over a mile in length.

PO Chris Barrel (Osprey), also paddling with a civilian from the Bradford-on-Avon club, was only five minutes behind the leaders at Bovey, when he sustained a back injury that forced him to retire. He was hugely disappointed, particularly considering he was still in contention after completing 70 miles.

Several crews from HMS Sultan and RM Lympstone also finished the course, in times ranging from 17 to 24 hours. They weren't in with a chance of winning, but gained great satisfaction from completing the race.



Above: Richard Lewis and Sgt Foggy Phillips (rear) portaging one of the many locks on the Kennet and Avon Canal. They won the race in near record time.

Left: LMEAs Malcolm Chamberlain (front) and Graham Elliott of HMS Sultan on their way to completing the 125-mile Devizes to Westminster Race in 23 hours. They raised £200 for Sultan's charity coffers. Graham is tucking in to the carbohydrate drink that sustained the pair during the marathon race.

● For information on flat water canoe racing in the Navy contact CPOAEA Mike Smith on Yeovilton ext. 6151. Details on recreational/expedition canoeing and clubs in each area can be obtained from CPOMA Doc Denton on Haslar ext. 2298.



## ON A ROLL ON THE ROCK

FOR the second successive year, the Royal Navy (Gibraltar) soccer squad has won the Sir Leicester Smyth Inter-Services Trophy.

This was a great achievement by the 15-man squad, whose members average 31 years of age. Most senior player of all is Lt Cdr Paul Daykin, a youthful 42.

LATEST module in DNR's Action Packs for schools covers Rugby Union and was promoted at Twickenham in conjunction with the National Schools' Rugby Day, sponsored by the Daily Mail. The packs, providing practical and theoretical teaching material, now cover a dozen sports.



## HOOK, LINE AND SINKER

HMS Dryad won 94 per cent of the trophies in the Solent Area Royal Navy/Royal Marines Sea Angling Association competitions. Norman Berry was Boat and Overall Champion, Brian Medhurst was Shore Champion, Terry Morgan was Specimen Champion (Boat and Beach) and Gareth Morgan was Junior Champion. The Dryad team also won all team championships and knockout cups, plus the overall Pusser's Rum Trophy.

## BRECON SHINES

FOR the first time in seven years two Hunt class MCMVs met in the final of the Mini Ships Rugby Cup.

HMS Brecon and HMS Atherstone won through from over 50 ships and submarines to play in the final at Whale Island, which saw a 10-0 victory for Brecon.

In a game which represented the very best of grass roots Navy rugby neither side could take early control. However, building on an early penalty, the superior back

play of HMS Brecon produced a try halfway through the second half.

The try was scored by AB Bungy Williams and the penalty and conversion by POMEM Entinlap. The cup was presented to Brecon team captain, PO(D) Wobbly Weaver.

The photograph shows AB(MW) Bungy Williams of HMS Brecon looking for space to pass.



Picture: LW(PHOT) Penny Taylor

## Argyll makes her mark on Americas

HMS Argyll's visit to Bermuda coincided with the arrival of the Queen, so the Bermuda Police, who were due to take on the ship's side at rugby were otherwise occupied. However, a match was hastily arranged for the sailors against a local team, the Mariners.

Led on to the field by a piper of the Argyll and Sutherland Highlanders, the ship side took a decisive victory.

Argyll's visit just preceded the World Cup qualifying match between Bermuda and the USA Eagles. A chance meeting with the US coach in a bar resulted in a training session against the Eagles for the ship team, who found the session of great benefit. The forwards found it a great source of bruising!

Alan Edmond, ex-Wales, the Bermuda coach, also invited the team to train.

Subsequently, at Cape Canaveral, four members of Argyll's ship's company joined a

local side for a tour match against a highly mobile Argentinian team. So the name of Argyll RFC slowly began to spread around the Americas.

Funded by an eleven hour grant from the Sports Lottery, 10 of the ship's players were flown from the AUTEC range to compete in the Nassau 7-a-side tournament. The squad finished runners-up in the plate competition.

During the ship's later visit to Nassau the full squad played a final game of rugby before the frigate's return to UK. New players were tried, but the inexperienced side lost to the strong Budweiser RFC.



# Farewell to the old as the new noses in



Pictures: Sgt Rick Brewell RAF and the Harrier by PO(PHOT) Joe Mercer.

OUT with the old . . . in with the new. Last of the Buccaneer former strike aircraft (left) are flown in stepped formation during a valedictory weekend at RAF Lossiemouth to mark the end of the type's 30-year service.

The event was attended by more than 1,000 of the Buccaneer's former air and ground crews. The light grey Royal Navy aircraft in the

picture represent the last type to be designed for steam catapult launch from a British carrier.

In stark contrast over a field of rape (below) Lt Adrian Orchard flies one of the new Sea Harrier FRS2s which are now in full service with 899 Naval Air Squadron at Yeovilton.

● See also pages 18 and 24.



## Royal cheer for Montrose



**THIS BEAMING** smile from Rear Admiral The Princess Royal conveyed a message to the ship's company of HMS Montrose that no words could equal.

Happy and relaxed, the Princess, in her new role as Chief Commandant for Women in the Royal Navy, visited the ship alongside at Devonport.

Welcomed by the commanding officer, Cdr John Arrow, she toured the Duke-class frigate, the first to be purpose built to accommodate female sailors.

Princess Anne chatted to members of the ship's company during her tour — including CCMEA Ian Cameron in this picture — and joined junior Wrens for tea in their mess.

Picture: LA(PHOT) Andy White.

# RARE DAY FOR WESTMINSTER

ONE of the Royal Navy's newest frigate, HMS Westminster, has been commissioned in the rare, if not unique setting of the Pool of London.

Although many Royal Navy ships have visited the city, it is believed that there is no record of one being commissioned there.

The ceremony was held at the Tower of London on May 13 and was followed by a Service of Blessing at Westminster Abbey. Guest of honour was Lady Livesay, wife of Admiral Sir Michael Livesay who was Second Sea Lord when she launched the ship in 1992.

### Key of wine

In the evening the frigate hosted a reception on board followed by a firework display at Tower Bridge.

On May 16 the commanding officer, Cdr Richard Clapp, and members of the 170-strong ship's company called on the Constable of the Tower with a keg of wine for the ancient Ceremony of the Constable's Dues.

The presentation is a tradition dating to 1381.



HMS Westminster passes under Tower Bridge for her commissioning in the Pool of London.

Picture: PO(PHOT) Stuart Antrobus.

## Northumberland arrives in Guzz

THE PIPES of Northumbria were played from the bridge of HMS Northumberland as she arrived in Devonport for the first time on May 24.

Played by S/Lt Jason Freeborn, the musical accompaniment emphasised the ship's links with the area where she

was built and whose name she shares.

## Victorious departure

HMS Victorious, the Royal Navy's second Trident submarine, left VSEL shipyard at Barrow-in-Furness last month to begin her contractor's sea trials.

## 500 on parade as Drake rededicates

REORGANISATION of HMS Drake and Devonport Naval Base has been marked by a rededication ceremony at the establishment.

Almost 500 officers and men took part in the event which was the first opportunity for Commodore Mike Johnson to meet and inspect the personnel from all departments now under his command as Naval Base Commander.

Although the base has changed little physically the new management structure is already proving its worth and now includes the Fleet Maintenance Group (formerly HMS Defiance), the Fleet Accommodation Centre, the Naval Base Service Manager's department, the Base Supply Department and the

Chief Staff Officer (Nuclear, Engineering and Safety).

The parade was inspected by the Chief of Fleet Support, Vice Admiral Sir Toby Frere, and watched by 60 guests including the Lord Mayor of Plymouth.

A service of thanksgiving and dedication was conducted by the Chaplain of the Fleet, the Ven. Michael Bucks, at St Nicholas Church.

Youngest member of the ship's company, SEA Graeme Seely (17) helped Mrs Connie Johnson cut the cake. The impressively modelled cake was made by CK Dave Sheppard who on behalf of Drake afterwards presented it to the Children's Ward of Derriford Hospital.

## Russian Kilo on UK visit

FOR THE first time since World War II a Russian submarine has visited a British port.

A Kilo-class vessel arrived at HMS Dolphin, Gosport, on May 20 for a five-day visit. On board was Rear Admiral Titarenko, First Deputy Chief of Staff of the Northern Fleet.

He and the crew of the submarine were welcomed by Rear Admiral Roger Lane-Nott, Flag Officer Submarines.

The Kilo boat did, however, retain an air of mystery: Russian submarines do not have names and their pennant numbers are not revealed.





**Navy News**  
D+50 anniversary souvenir  
**Part 2**

Motor torpedo boats on patrol in the Channel. They were among the forces which countered enemy attacks on the Allied lifeline to Normandy.

Picture: Imperial War Museum



by Anton Hanney

Motor torpedo boats in the channel

# The good shepherds

FOR THE third night running the E-boats had scored kills in the Channel. In the early morning of June 7 they had claimed an American tank landing ship and the previous night had sunk two British landing craft.

Now the fast, torpedo-armed attackers had in darkness and rain evaded escorting warships to mortally damage two more American LSTs.

As accompanying destroyer HMS Beagle moved in to start the rescue operation, her commanding officer, Lt Cdr Norman Murch, knew that to save the lives of American troops he would have to put his ship at risk.

Steaming in what he knew to be a German minefield, he ordered the destroyer's searchlights to be switched on to illuminate the survivors struggling in the bitterly cold water. Everyone on board was aware that if any E-boats were still lurking out there in the darkness, Beagle's light was presenting them with a target beacon that could be seen for miles.

## Ablaze

As she neared the LST she lowered scrambling nets and several of the ship's company climbed down. Waist-deep in the choppy sea they helped exhausted GIs to clamber to safety.

A whaler was launched and pulled away into the night in search of other survivors, while six ratings jumped into the water in an effort to reach men too weak to swim. One of the sailors, a torpedo gunner's mate, narrowly missed being cut to pieces by Beagle's propellers as he went over the stern to help a survivor.

Soon the frigate HMS Retalick arrived on the scene. From her Able Seaman Norman Ryder could see that the LST was ablaze from stem to stern and glowing red hot. Her ammunition was exploding and flying in all directions — and 20 men left on board were huddled up in the bow section.

Those who had entered the tossing waves were finding it difficult to swim towards the Retalick, and the frigate's motor boat had to make three trips to the burning vessel to save the men still on board and to recover all those who could be found in the sea — including

■ Operational units available to the German Navy to counter the Allied invasion fleet on June 6 included three destroyers, four torpedo boats, 29 E-boats and 36 U-boats. Allied escort groups and coastal forces comprised hundreds of vessels from aircraft carriers to motor launches — the vast majority of the ships being British. Their main purpose was to deny attackers access to "The Spout" — the cross-Channel convoy route to the beaches — and to protect the beachhead anchorages. For many vessels this entailed hunting U-boats, dodging enemy shore batteries, beating off air attacks, fending off midget submarines and fighting running battles with German surface forces at night. The mines were a 24-hour hazard.

three bodies.

The harrowing events of that night formed just one of a series of incidents in the unremitting battle to keep the Normandy beachhead resupplied and reinforced.

## Thwarted

For those unlucky enough to die by fire or by drowning in a cold sea, the battle was lost at the greatest possible cost to themselves. But in the wider context of the battle for Normandy the destruction of two LSTs out of the hundreds of ships plying back and forth to France came nowhere near to closing the sea lanes. The enemy would have to do better than that.

Elsewhere that night their efforts to increase naval pressure on the Allied lifeline were being thwarted.

The commander of Hitler's weak maritime forces in the West, Admiral Theodor Krancke, was attempting under cover of darkness to deploy his serviceable destroyers from their base at Brest. His orders had been intercepted and decoded by Allied intelligence — and ships of the Royal Navy's

Tenth Destroyer Flotilla were waiting ...

For Able Seaman Sydney Kennerley in the Tribal-class destroyer HMS Ashanti, Operation Neptune seemed to have been going on since the previous winter when the flotilla was first given the task of making offensive sweeps of the Channel in preparation for the invasion.

Ashanti had already sunk enemy minesweepers and torpedo boats. Now she and her flotilla-mates were on the hunt again — this time for Krancke's destroyers. They had to be



American survivor of a sunken LST enjoys naval hospitality on board HMS Beagle (pictured below off the Normandy beaches).

found before they could wreak havoc in "The Spout."

The German ships were intercepted off Ile de Batz as they headed north-east up Channel. Chasing the enemy destroyers ZH1 and Z32, Ashanti set the first on fire. But the British force did not go unscathed in the running fight: Z32 scored hits on HMS Tartar, causing a fire on board and knocking out her flotilla communications.

Successfully extinguishing the flames, Tartar was still in the fight. She and Ashanti scored hits on Z32 and more on the battered ZH1 which by this time was ablaze.

Finally, Ashanti delivered the coup de grace by firing a salvo of torpedoes, two of which hit ZH1 which blew up and sank. Later the damaged Z32 was driven ashore on Ile de Batz by the Canadian destroyer Haida. Krancke's desperate bid to make a significant surface attack on the Allied supply route had failed.

If his destroyers were no longer a threat, the E-boats were. For weeks they would operate every night that weather permitted, snapping up a coaster here, a landing craft there. But in many more instances they were seen off — as

on the night of June 10-11 when HM Steam Gunboat Grey Goose was on patrol with her sister-ship Grey Wolf.

Able Seaman gunner Frank Haworth in Grey Goose was contemplating the past few days and nights on "The Mason-Dixie Line," nickname for the outer perimeter of the anchorage for the Eastern Task Force.

Then from their control ship, the destroyer USS Frankford, they were warned of an imminent E-boat attack. The enemy vessels had been picked up on the warship's radar.

Firing starshells, the gunboats spotted two of the German vessels at a range of only 1,200 yds. The E-boats immediately opened fire, their green tracer bursts whipping over the Grey Goose's mast.

## Mother ship

The British vessels returned fire and there ensued a short running battle from which the outgunned and damaged E-boats retired under cover of smoke.

Small and vulnerable to damage, the MTBs and gunboats did not always return unscathed. Able Seaman John Squires in the cruiser HMS Scylla listened nightly to the dramatic radio traffic between the little ships as they sighted and engaged their German opposite numbers.

Until she was mined on June 23 Scylla was flagship of Rear Admiral Philip Vian commanding the Eastern Task Force. She acted as "mother ship" for many of the MTBs and in the mornings Squires would sometimes watch as the boats returned, often with dead and wounded among their tiny crews.

## Ammo fire

In Motor Launch 294 Stoker Arthur Waring came very close to being one of those casualties. While on night patrol ML 294 was surprised by E-boats. They hit and seriously wounded the rear gunner, damaged the radar tower and — most dangerously — set on fire the ammunition locker at the stern.

Her commanding officer yelled for Waring to start the pumps. Obeying, he dropped down the engine-room hatch and laboured to help save the craft. After a short while he realised he was the only member of the crew below — and the fire on board was very near the

● Turn to next page



Pictures: Imperial War Museum





## GOLD BEACH

Continued from Part I, Page XI

Those that made it into the water almost disappeared until they had advanced some distance along the lines. Only three soldiers were ashore when suddenly the landing craft was swept off the beach by the waves, leaving Shenfield, Gillett and the Army trio stranded, waiting on an unfriendly shore for the LCI to try again.

Fortunately they did not come under fire and the sailors re-embarked when their craft approached a second time. But on another part of the beach Able Seaman Wilbert Docherty and the whole crew of his LCT spent much of the day crouching among the sand dunes for cover.

Their problems began when their vessel became stranded on mined beach obstacles. They managed to land the vehicles their craft was carrying without triggering the charges beneath them.

After completing temporary repairs there was nothing for it but to wait for the evening tide, and the least dangerous place to observe the agonisingly slow passage of time was among the sheltering dunes.

### Pillbox

On the bridge of LCT 647, Ron Davies felt very thankful for his steel helmet as it registered a "ping" from a fragment of flying death. As the craft approached her landing area she was coming under fire from enemy artillery — and a pillbox which was spitting at her off the port bow.

Nothing to be done about the big guns, thought Davies. But the pillbox was a different matter...

He ordered the port side Oerlikon gunner to reply and saw with some satisfaction the man's second burst of tracer disappear through the gunslit, causing the offending strong-point to blow up in a cloud of smoke and debris.

Time now for him to concentrate on the mechanics of getting ashore in a way that would allow him to get off again. Davies ordered the ramp door lowered and the kedge anchor to be dropped astern. But one of his worst fears was realised when the landing craft's speed jerked the wire drum off its frame. The reel jammed and the anchor bounced along behind at the end of 50ft of useless wire.

At least they were on the beach for the exodus of a holdful of "Funnies" — specialist beach-clearing tanks. Davies watched as many of the tanks clanked ashore from his craft and from those of his flotilla-mates each side of him.

### 'Brew up'

Almost immediately the lumbering vehicles found themselves in combat against the beach defenders. One tank was hit and caught fire instantly. Davies knew that tank crews feared this — what they called a "brew-up" — more than anything. None of the crew got out of that tank and Davies muttered a prayer for them as he watched it burn.

He was able to do more for three other tank crewmen who had survived the destruction of their vehicle, and he took them on board for — he hoped — passage to England.

It was merely a hope, as 647 and her flotilla mates were by now coming under some serious fire. A mile along the beach the Germans were manning a French-made 75mm gun and were dishing it out to the flotilla leader's craft which was nearest to them.

They eventually succeeded in knocking out the LCT, and now that the other craft of the flotilla were leaving by using kedge anchors, the Germans turned their gun on the nearest intact vessel — 647.

The shell splashes were falling nearer as the "75" got their range, and Davies mused briefly on how useless was his reaction of ducking after a shell had passed. He felt very vulnerable as 647 was presenting a broadside target.

Worse threatened to happen when, for a long minute the rising cross-tide took charge and the craft moved slowly ahead, dragging a useless kedge anchor with its wire dangerously close to fouling the screws.

In an effort to solve the problem, Davies's first lieutenant dashed aft from the ramp door and with the help of the engine-room chief cut the kedge wire so that the vessel could go astern.

The craft immediately slewed around, luckily presenting the German gunners with the smallest possible target. At that point Davies decided that their best bet was not to go astern as he'd intended, but to go full ahead, towards the gun, and continue his turn with starboard rudder.

He had just enough water for the gamble to pay off. As he turned he saw one shell splash to starboard, another to port. Missed! And they wouldn't get another chance, thought Davies as his craft surged away from the beach.

At home they'd have to include 647 in the "turn-around organisation" after all...

Over the four-mile landing area on Gold Beach there were more than 2,500 beach obstacles which held up the landing craft and exposed them to enfilading fire for the whole of the morning. Even so, by the end of the day the beachhead was secured and Arromanches — selected for the site of a Mulberry harbour — was in British hands by 2100.

George "Bill" Tandy was awarded the Distinguished Service Medal for his gallantry on D-Day. After the European war ended he was deployed with his flotilla to the Pacific where he served with equal distinction. He died in 1990.

## THE GOOD SHEPHERDS

From previous page

petrol tank. He shrugged and worked faster.

The fiery blast he expected at any moment didn't happen. The crew were able to throw the ammunition overboard before the stock exploded, and then extinguish the remains of the fire.

Able Seaman Philip Marston was a gunner in one of Scylla's brood — MTB 624. Flamboyantly marked with shark's jaws painted on her bow, 624 was on station off Le Havre when a dozen E-boats and R-boats (motor minesweepers) attempted to break out.

In the fight that followed 624 was holed in one of her fuel tanks and was put out of action by choking fumes from her bilges. Helpless, the stricken craft received covering fire from the two MTBs with her, and the Germans retreated back to Le Havre, themselves suffering damage and casualties.

### Stalked

E-boats were not the only danger. Patched up, 624 returned to her Le Havre patrol area where she found herself stalked by a Heinkel 111 bomber at night. The two-engined aircraft made passes very close to the torpedo boat.

After its third sweep it turned and flew across the Sword anchorage. Almost immediately Marston saw searchlights catch the lone raider in their beams and a storm of anti-aircraft fire quickly brought the bomber down.

Two parachutes floated down over the sea. Moving

ON JUNE 3 Marine Bill Hiscock began his voyage to the Normandy beaches with a broken date on his mind — and in his sight.

Days earlier, on naval patrol in Belfast, he had met a really beautiful girl who seemed to like him, too. Thinking that this could be the start of something big, he had arranged to see her again on his next shore leave from his ship, HMS Hawkins.

The day finally came round, and Hiscock was sprucing himself up to catch the liberty boat when suddenly the ship's company were told over the harsh tannoy that all leave was cancelled and Hawkins would be sailing out of Belfast Lough.

His heart in his polished boots, Hiscock climbed to the upper deck where, through a telescope on the 4in. gun mounting, he spotted the lovely girl waiting in vain on the jetty. He was never to see her again.

The cruiser was destined for the bombardment of Utah Beach, as was the monitor HMS Erebus which left Weymouth on the afternoon of June 5.

On board Erebus, Able Seaman Radar Operator Bill Vernon was apprehensive — perhaps more so because he had already experienced one Allied amphibious operation, in Sicily barely a year before. Then the ship had been attacked by Stuka dive-bombers.

To everyone's relief there were no Stukas off Normandy to interfere with Erebus's 15in. salvoes against some of the 110 guns which the Germans had amassed to defend the area.

As he watched the landing craft embark their troops and leave their transports for the beach assault, Vernon's thoughts turned to his younger brother Joe, landing with 3 Commando far to the east on Sword Beach...

As Hawkins' 7.5in. guns maintained a steady fire, Hiscock felt proud that the turret manned by fellow members of his Corps held the ship's rate-of-fire record — 17 seconds for loading and firing, all by hand.

The turret crews kept scorecards, and according to these Hawkins, with a Spitfire reconnaissance plane as spotter, was hitting



Bill Hiscock ... trouble with mines.

batteries, troop concentrations and concrete emplacements.

Through binoculars Hiscock also saw his ship's forward guns engage enemy tanks, the shells sending the panzers spinning through the air at a range of two miles.

But to the east on Omaha Beach, things were not going so well. The defences there were the most formidable encountered anywhere during D-Day.

Because it was believed by Allied intelligence that the Germans had long-range guns in that area, it was decided to transfer the American 1st Infantry Division into their landing craft as far as 11 miles offshore.

### Unsupported

In the confusion caused by the long passage through high seas, the craft lost formation and became separated, many reaching shore unsupported and well away from their designated areas.

They and their cargoes of men and equipment became easy prey to undetected batteries dug into cliffs flanking the long beach. Those troops that did get ashore found themselves pinned down in a killing ground of enfilading fire.

Here, naval gunfire support was disrupted at first by the loss of many of the forward spotters sent ashore with the infantry. Warrant Officer (Ordnance) Fred Turgoose learned in the cruiser HMS Glasgow that their three US spotters had



Philip Marston ... gunner on an MTB.

the shell had exploded underneath her.

Even so, she was seriously hurt and as she returned to the anchorage she developed a list. She would have to limp home to England for repairs...

The operations of MTBs and MGBs off Normandy were directed by larger ships such as the frigate HMS Stayer. On board her, Chief ERA John Barnes viewed the events of June 6 as just another chapter in a continuing battle with E-boats, U-boats and the Luftwaffe — duties on which the frigate had spent months on night patrol off the French coast.

Using the most up-to-date radar and radio communications, the MTB control officer on board employed the standard tactic of directing the British boats on to the elusive E-boats which, if possible, would then be driven towards the Stayer's weapons.

# D-DAY OPERATION NEPTUNE

# The killing

Two assault areas formed the American sector — Utah Beach on the east side of the Contentin Peninsula, and Omaha Beach, a wide, deep and sandy shoreline at the mouth of the Douve River between Utah and Gold beaches. Bombarding forces for Omaha included two US battleships, two French cruisers, the cruiser HMS Glasgow, and 11 destroyers — eight American and three British. Off Utah were a US battleship, the monitor HMS Erebus, three British and two US cruisers, and a Dutch 5.9in. gunboat.

been drowned while attempting to land in an amphibious DUKW that had capsized. From then on Glasgow's fire had to be guided from the air...

Ordinary Signalman Don Millett (17) had joined the Navy just ten months before and for five months had been serving in his first sea draft — as a member of the British liaison team in the French cruiser Montcalm.

Now, off Omaha, he was faced with the sight of the bodies of GIs floating back out to sea. On board they talked



Bill Vernon ... his brother died on Sword Beach.

grimly of "Bloody Omaha" while they returned to the sea with due ceremony all the dead they could recover from it.

That morning the cruiser HMS Bellona was in task force reserve and was quickly called in. She had been firing for some time with her 5.25in. armament when Marine Ernie Kibbey was suddenly made aware

on board of how well emplaced were the enemy guns.

An American spotter ashore radioed in desperation: "Hey, buddy, haven't you got anything bigger? You're hitting them all right, but your shells are just bouncing off!"

Off Utah, Erebus had been firing all day until 1640 when Bill Vernon was startled by a loud explosion on board. At first he thought the ship had been hit — but the blast was caused by a faulty fuse in one of the shells.

One of Erebus's two 15in. guns had been split and the turret rendered useless, but apart from a rather dazed gun crew there had been no casualties. However, the monitor's teeth had been drawn and she was forced to return to Devonport for repairs.

It was in Plymouth that Vernon heard from his family that brother Joe was missing, presumed killed early in the action to secure Sword Beach...

Ashore on Omaha matters began to improve for the Americans with the help of the destroyer force which was ordered as close inshore as possible to deal with the German defences as targets of opportunity.

The immediate crisis passed, and on June 7 the situation further brightened when 47 Commando Royal Marines took Port-en-Bessin to clear the way for a link-up between Omaha and Gold beaches.

The days and weeks following the initial landings brought new dangers for the task forces

Telegraphist George Lester's ship HMS Kingsmill nightly directed up to three flotillas of MTBs and MGBs off Le Havre. Kingsmill, a Captain-class frigate, had been converted to serve as a headquarters assault ship for Gold Beach, but when the HQ moved ashore in late June she landed a different role as "captain of patrols."

Operating from the plot table in the chartroom, Lester each night assisted the control officer, a former MTB flotilla CO, to play a deadly game of chess with the little ships of Coastal Forces and the E-boats, as the pieces.

Every night there was some kind of action, and occasionally from the chartroom Lester would hear and feel the shells of German shore batteries falling close as the enemy detected them.

### Negers

In common with many of the sailors involved in Operation Neptune, Lester was well aware of Hitler's boast that "secret weapons" would counter the Allied invasion. Rocket-propelled flying bombs — the V1s — were an early example after D-Day. Then came the explosive motorboats and one-man submersibles the Germans called Negers.

The Germans had dozens of Negers at Le Havre. Unreliable and difficult to control, their use was limited — but when they did manage a successful attack the result was devastating for their targets.

Near dawn on the night of

July 7-8 when a minesweeper fell victim to Neger attack at Sword anchorage, Leading Seaman gunner Tom Cockram was captain of the pom-pom in the frigate HMS Duff.

From his perch Cockram could see about 40 survivors swimming towards the anchored frigate. They were shouting and gesticulating, but with his headphones on Cockram had no idea what they were trying to say.

One of the crew turned to him, pointing to a spot amid the struggling men. With that Cockram saw a bubble of perplex in the water. He had never seen a Neger, but he knew that he was looking at one now.

Alerting the commanding officer on his intercom, Cockram asked permission to open fire. He estimated that he could burst the Neger pilot's "bub-



Tom Cockram ... destroyed a 'human torpedo.'



# ground

Picture: Imperial War Museum.



Casualties from an American landing craft are heaved on board a Royal Navy warship. Well-positioned German defenders took a frightful toll of the 1st US Infantry Division on Omaha Beach.

off the beaches — among them 1,500-lb. acoustic ground mines dropped by parachute, often at night.

They lay on the bottom in the shallow waters of the anchorages until they were either detected or an unsuspecting vessel passed over them. Then the sound of engines would detonate the mines, sending devastating shock waves through the water which could, and did, break ships' backs as if they were toy boats.

In Hawkins, Hiscock saw the destroyer USS *Glendon* mined on June 8. Sinking, *Glendon* was able to run around — but then came under fire from surviving shore batteries.

As the days passed Hiscock witnessed the sudden end by mines of three more vessels — two motor launches and a minesweeper.

On one occasion he was ordered to use an American landing craft to mark a live ground mine which had been detected between two transport vessels. His shipmates fed him rum before he set off with a somewhat reluctant American

at the helm.

Guided by signals from the transports, he dropped a buoy and sanker in the required spot, and then found himself hurtling back to Hawkins in what he felt must be the fastest landing craft afloat.

## Cherbourg

Warrant Officer Turgoose's part in the Normandy campaign ended on June 25 when, ordered to bombard Cherbourg, HMS *Glasgow* was hit by 14in. shells from shore batteries. She was sent back to UK for refit and repair.

Meanwhile HMS *Erebus* had returned — this time to the British sector off Courseulles. With the probable death of his brother on his mind, Bill Vernon wondered whether his ship would fall victim to the bombing, torpedo boats, one-man submarines and mines which plagued the anchorages.

On occasion he and many of his shipmates managed to get ashore to the now secure beachheads. For Vernon, those trips were dedicated to trying to find

out something more definite about Joe.

Once, a military policeman told him that British dead were being buried at Hermanville-sur-Mer, but that was too far for Vernon to travel in case of recall to the ship.

Later, *Erebus* was involved in bombardment of Le Havre, then moved away from Normandy altogether to operate in the North Sea.

Almost 50 years were to pass before, in May last year, Bill Vernon was to visit the Hermanville cemetery. There, among the graves of British Servicemen killed in Normandy, he at last found Joe's.

Bill Vernon died in the following October.

● On Omaha Beach the Americans suffered 2,400 casualties on D-Day. At 0950 on June 6 the commander of the bombardment force, Rear Admiral Carleton F. Bryant USN, ordered his destroyers to approach as close as five miles offshore. Their fire quickly dominated the beaches, enabling the troops to move inland.

the most worrying — and dangerous — nights of his life. Yet barely two months before he had been at the centre of one of the funniest, if potentially most embarrassing events connected with D-Day.

As *Blencartha* lay at Milford Haven in readiness for the invasion, Dickens received his sealed orders for Operation Neptune, as well as a second parcel which contained amendments.

With scissors and paste he settled down in his cabin to make the amendments, discarding the unwanted sections in a wastepaper basket. It was a lengthy process and Dickens soon felt the need to answer a call of nature.

While he was in the heads, Able Seaman Norman Gallop, on a tidying-up expedition, removed the by now full wastepaper basket and with other gash tipped it over the ship's



Troops transfer to a motor launch from the destroyer HMS *Beagle*. Picture: Imperial War Museum.

# 'Dinner will be a little late'

FRANK GARDNER was a professional. He had joined the Royal Navy before the war and at the ripe old age of 20 had recently passed the necessary exams to be rated up to petty officer.

During his teenage years he had seen action and had witnessed fellow men wounded, blown up or drowned. Through it all he had retained his professional pride and now prepared himself for D-Day by telling himself he would — and could — accept the worst without flinching.

He could not have guessed that he would spend most of June 6 not facing peril at sea as he expected, but experiencing war from an entirely different perspective — the uncertain shelter of an American foxhole.

Loaded with US combat engineers and their vehicles, LCT 2483 with Gardner at the helm approached Utah Beach at a steady 10 knots. All the hopes



Frank Gardner ... D-Day in a foxhole.

of the ten-man crew were pinned to achieving a textbook unloading lasting no more than three minutes, followed by a quick getaway using the kedge anchor dropped astern.

Those hopes evaporated when German guns opened up as the tank landing craft lowered her ramp. She was hit twice below the waterline aft — and the essential kedge wire was broken.

Their troubles were com-

pounded when, in their haste, the drivers of two leading assault jeeps stowed either side of the forward ramp tried to leave the craft together. Both vehicles collided at the entrance, becoming jammed and blocking the way for all the others behind them in the hold.

In any other setting the scene would have been comic, but under fire on a Normandy beachhead, with two holes in the landing craft hull and more imminent, everyone's sense of humour was overstretched. The air turned blue with American curses — and a few of the Anglo-Saxon variety.

It took an interminable ten minutes before the mess was sorted out and the Americans were able to stream ashore. However, the delay had proved fatal to any chance that the craft had of getting away on that tide. They were high and dry.

## Frustrating

With an 11-hour wait ahead of them before the next tide, and with shells raining down sporadically, the commanding officer led the ten-man crew to the cover of foxholes that the Americans had dug just off the beach.

Running in pairs, they all made it safely to the trenches and settled in ...

From their foxholes there was little for Frank Gardner and his shipmates to do but sit and observe events.

Most of those events came in the form of periodic shelling by the Germans. During one of those sessions a temporary prisoner-of-war compound nearby took a direct hit, killing and wounding some of the inmates who seemed to be unenthusiastic, foreign-conscripted troops — Russians among them.

The crew quickly found life in a trench frustrating — and nerve-testing as their foxholes would be no defence against anything like a direct hit. Yet, as the landing craft was a more likely target, they had little option but to stay there.

At noon, during a lull, one of the ratings was sent to the craft to retrieve a few useful items. On his way back the shells started falling again.

## Disappeared

Nearby a shell hit a jeep and an American corporal who had been chatting to the sailors earlier just disappeared — except for his arm and his helmet containing part of his head.

Gardner saw that instead of throwing himself to the ground the rating was running back towards the foxholes. Suddenly the man stumbled and fell, hit in the leg by shrapnel.

Their second officer, an RNVR sub-lieutenant, won Gardner's admiration by leaping out of cover and as the shelling continued, running over to the injured man to drag him back to the trenches.

Later, when the bombardment subsided once more, the wounded rating was taken to the Allied beachmaster's post where his leg was dressed and from where he was able to hobble back to rejoin his comrades.

"I suppose dinner and rum'll be a little late today," Gardner noted drily.

● By the end of D-Day 32,000 men, 3,200 vehicles and 2,500 tons of stores had been put ashore on Utah Beach, mostly by Royal Navy craft.

LCT 2483 returned to England for repairs before being deployed again to Normandy. Frank Gardner was rated PO later that year and eventually retired from the post-war Navy as a Chief Petty Officer.



View from a landing craft as it approaches the beaches crowded with tanks and other vehicles. Picture: Imperial War Museum.

ble" without hitting any of the men in the water. Go ahead, came the reply.

One burst did it. The transparent dome was smashed and the pilot killed instantly. Cockram saw his body slumped over the wheel as the "human torpedo" passed down the ship's side.

With the survivors safely gathered in, a leading torpedo-boatman in Duff dispatched what remained of the *Neger* by using a depth charge on shallow setting.

It was not until August 2-3 that the Germans mounted their biggest attack with their "Small Battle Units." On that night 58 *Negers* and 22 explosive motorboats sailed out from Le Havre with desperate intent to spread death and destruction throughout the Allied anchorages.

## Dangerous

They had little significant effect, but did claim the Hunt-class destroyer HMS *Quorn*, an LCT and the anti-submarine trawler HMS *Gairsay*. *Quorn's* sister-ship HMS *Blencartha* was part of the destroyer screen in the area that night and her commanding officer, Lt Peter Dickens, had more reason than most to be concerned about *Quorn's* fate. His brother was her first lieutenant.

Dickens, great grandson of the author, was keen to stop to pick up survivors, but he was ordered to leave the scene. Other vessels were available to do that. Keeping his thoughts to himself, Dickens obeyed.

This was going to be one of

side into the fast ebbing tide.

The documents included, not just snippets of paper, but whole pages of top secret orders for D-Day. Horror-struck when he discovered what had happened, Dickens ordered *Blencartha's* boats to be lowered, and they were soon joined by boats from other ships in harbour all bent on a paper chase for soggy secrets before the tide washed them into less friendly hands.

## Lucky find

Dickens could see the funny side of it — now. But there was nothing funny about this night as he searched for attacking *Negers*, not knowing whether his brother was alive or dead.

He could hardly believe his luck when *Blencartha* came upon one of the offending craft, broken down and helpless. This, though Dickens, would be his chance to capture one intact — something no one had as yet achieved.

Unresisting, the *Neger* was hooked and hauled up to swing alongside, suspended from the destroyer's davits. Dickens and his men could see now that the craft appeared as two 21in torpedoes, one above the other.

The pilot sat in the upper section, a perspex dome covering his cockpit. Capable of a speed of only five to six knots, the craft had to leave harbour on an ebbing tide. When the target was in sight and range the pilot would line up the *Neger* and fire the true torpedo which formed the lower element of his craft. With lots of luck, and enough "juice" in his

batteries, he would then return to Le Havre.

*Blencartha's* "catch" was one of the 41 *Negers* that did not return to Le Havre that night, however, Dickens was soon to find out that the capture of a *Neger* was not as simple as it had first appeared.

As the pilot left the craft he announced that he had set timed charges. Dickens quickly cleared the area and had hoses played on the *Neger*, but to no avail. As the German warned, his craft blew up causing damage which was to put *Blencartha* in dockyard hands for three months — but which, thanks to Dickens' precautions, did not cause any casualties.

Although a little worse for his encounter with *Neger*, there was good news awaiting Dickens as his ship returned to the anchorage that morning. With intense relief he heard that his brother was among the *Quorn* survivors who had been picked up unhurt.

● By June 13 attacks by German surface vessels had claimed two destroyers, four landing ships, three landing craft, three freighters, a tug and an MTB. They themselves had lost at sea two destroyers, six E-boats, and six patrol boats. In addition air raids on their ports had accounted for 15 E-boats and three torpedo boats. The U-boats were even less successful. By the end of June they had sunk four Liberty ships, a destroyer, a frigate and a corvette for the loss of seven of their own vessels.



# D-DAY OPERATION NEPTUNE

## Nuto Two — a story of survival

LEARNING TO be a soldier was definitely not what Yeoman Signaller Sam Langford had in mind when he joined the Navy.

Square-bashing and signal training he was used to — but the khaki uniform and commando training were not his style. Why was it always his fingers that were trodden on when his team had to scale the assault-course wall?

Langford's small group of "sailors in khaki" comprised a leading telegraphist, two radio operators, two seamen and two signallers. They had been given the enigmatic and somewhat discouraging title of "Nuto Two" and were destined, they were told, to form a port party for the invasion of Europe.

Their training complete, they were armed with Smith & Wes-

they soon came upon a group of sappers sweeping with mine detectors.

"Where've you come from," Langford was asked.

"From the town," he replied, pointing back up the path. Hardly believing what they had heard the engineers indicated to Langford in no uncertain terms that he and his officer had strolled over an uncleared minefield.

### Bunker

Pallidly, Langford informed his officer of their good luck. But he didn't hear for at that moment a jeep being driven down the path was hurled 20ft into the air by an exploding mine.

Watching his step from then on, Langford set up the signal station and with his team proceeded to guide familiar-looking Thames barges into a river which led like a canal towards a basin in Courseulles.

Forsaking their vulnerable tent to live in a captured bunker, they continued their signalling task for the rest of the day and into the night, occasionally taking shelter from sniper fire and, on one occasion, a marauding enemy fighter which spotted their lamp in the darkness.

### Shelling

Soon, their working environment seemed to take a turn for the better when they were sent to run a telephone system which had been installed in a large house in Courseulles and which had been chosen as a naval HQ for the port.

Just when Langford thought life was going to be satisfyingly boring, the Germans began shelling Courseulles from Le Havre. By now he had decided that being shelled on land was one of the worst forms of attack to which man could be subjected.

He would have been even more worried had he known at the time that the cellar was packed with explosives.



After the battle . . . Members of the Combined Operations Bombardment Unit who flew into Normandy with British airborne forces. Wilf Fortune is standing on the extreme left while Alec Boomer stands behind the woman seated in the centre. The civilians are members of the French family who owned the hotel in which the men were billeted.



Sam Langford . . . faced mines and shellfire.

son revolvers and equipped with a bicycle, a transmitter, a receiver, batteries, a recharging engine, Aldis lamps, signal pads and a tent. All of which fitted into a handcart.

On June 6 Nuto Two plus handcart were landed on Juno Beach where, at Courseulles, they were ordered to set up a visual signal station on the beach. Langford was also given an early lesson on where not to walk . . .

With his commanding officer, he trekked from the town along a path to the beach where



Gold Beach Task Force commander, Commodore Cyril Douglas-Pennant, chats to exhausted RN Beach Commandos as they take a rest on D+1.

# Masters of the beach

"DON'T WORRY if you don't survive the assault," Able Seaman Ken Oakley was told at briefing on the eve of D-Day. "We have plenty of back-up troops who'll just go in over you."

It was not exactly what Oakley had in mind when in May 1942 he became one of the first RN Beach Commandos.

He was a member of Fox

Group RNBC — about 60 specially trained officers and men who would land with the first assault troops to clear mines and beach obstacles and guide in following landing craft, a task he had already performed with the group in North Africa and Sicily.

When morning came the expendable Oakley looked out from his assault craft as it bore him and his comrades towards whatever fate war had in store. Right then it didn't seem a good one as steel stakes with mines and shells attached appeared up ahead.

With luck and skill the craft dodged through the deadly traps, then Oakley heard the shout "Down ramp!"

Running with the others from the craft, he sped up the beach amid the sound of machine-gun fire and bursting mortar shells. Reaching the sparse cover at high water mark his group threw themselves down to take stock of the situation and get their bearings.

### Sherman tank

They seemed to have landed almost exactly at the spot their orders specified — on the central section of Sword Beach. But the mortar fire was pinning them down. Oakley wriggled deeper into the sand.

Presently there was a roaring and clanking behind them and up loomed a Sherman tank. The commander's hatch opened and from it a voice demanded to know: "Where's the fire coming from?"

"A couple of hundred yards to the right at 45 degrees," answered Oakley.

There was a brief "OK!" and the hatch slammed shut. Oakley hoped he'd got it right as the tank turret traversed to the place he'd indicated.

There was an ear-splitting bang as the Sherman's 75mm gun fired over Oakley's head. There was no more mortar fire.

Assault groups of Royal Naval Beach Commandos were formed after Lord Mountbatten became Chief of Combined Operations in 1941. Trained as commandos and uniformed in khaki, they were put ashore in the first wave of an amphibious assault to neutralise enemy obstacles and organise movement up to and over the beachheads. Their task was as dangerous as it sounds and their casualties were high.



Ken Oakley . . . pinned down on Sword Beach.

Eventually the machine-gun fire lessened, too, and Fox Group were able to start work to survey the beach, troubled only by the occasional sniper and shellfire.

More and more craft were beaching and Oakley and his comrades were kept busy persuading troops not to stay on the beaches to brew tea but to chase away the Germans who were taking pot-shots at them . . .

Able Seaman Lol Buxton's RNBC group was also having a tough time alongside 45 Cdo RM, part of Lord Lovat's 1st Special Service Brigade which was landing to the west of Fox Group.

All around him was debris,



Ron McKinlay . . . knocked out strongpoints.

dust, smoke and flames — and the choking smell of cordite.

At first the Commando's advance off the beach was held up by Germans firing from the tower of a sea-front orphanage. Eventually the Marines managed to clear the building, but in doing so lost two men to booby traps . . .

### Gallantry

On Juno Beach, Petty Officer Ron McKinlay's task seemed straightforward: to see to the setting up of beach signs and to control landings.

But he was soon to be involved in a series of incidents that would lead to him being awarded

## 'Marv

IN THE SMALL hours, before the invading armada arrived off the beaches, Wilf Fortune became one of a select group of sailors to parachute into Occupied France.

More than a year earlier, Fortune, a radio operator, had volunteered to join the Combined Operations Bombardment Unit (COBU). Its members — known not without good reason as "Marvels" — would land with assault units and paratroops.

Forming small, highly trained forward observation teams, the Marvels would spot targets and relay the information to ships providing gunfire support. They were the eyes of the naval bombardment forces.

By April 1943 Fortune was one of the first naval members of COBU to complete his parachute training, and for D-Day was attached to 7th Battalion the Parachute Regiment, an element of 5th Parachute Brigade which was ordered to capture the bridges over the River Orne and the Caen Canal.

His team was commanded by a Royal Artillery officer, Capt F. Vere Hodge. Besides Fortune it comprised Leading Telegraphist Alec "Whack" Boomer



# Plummeting planes' who dropped with the Paras

and artillery bombardier Ted Ely. With faces blackened the team split up into two aircraft — which would leave the Paras with some observation support should one of the planes be downed.

On his flight into the unknown, Fortune, with an optimistic eye to posterity, spent some of his time collecting the signatures of those in the aircraft who were to jump with him.

## Plummeting

Among those who scrawled their names on a five-franc note with which the sailor had been issued, was a diminutive stretcher bearer dwarfed by the stretcher strapped to his leg. Fortune's admiration for him had grown since he learned that the man, wearing a Red Cross armband, was a conscientious objector who had volunteered for the duties he was now performing.

Soon it was time to jump — from a height of only 600ft to lessen the effect of flak. As they stood in the aircraft facing the open door, the red light in the cabin turned green and Fortune rapidly found himself plummeting into the night, the drone of the plane left behind.

His breath came fast and heavy, then there was the powerful but reassuring jerk that told him his chute had opened.

He could see tracer fire floating up from the ground, but there was no sound as he descended.

Landing in a cornfield, Fortune released the spent chute. His training told him to scan the terrain for the array of green lights which the pathfinding paratroops should have left to mark his rendezvous point.

Yes — they were there. He started to run towards them — and was immediately terrified to hear a rustling in the corn behind him. Drawing his .38 revolver he whipped around to confront the "enemy" — only to find that it was his cape which had loosened from his webbing and was now trailing some feet behind.

Panting and half laughing he felt sudden relief and calmness drench his fear. Now for the lights.

At the rendezvous point he found Capt Hodge and Alec Boomer. He

flopped down beside them — straight into a recent cowpat.

Later Ted Ely arrived, but in a great deal of pain from an injured shoulder. As he followed Fortune out of the aircraft his arm had been caught in the rigging lines of his chute.

They all began moving up with the Paras towards Benouville on the Ouistreham-Caen road, passing on the way a German car and motorcycle combination that had fallen foul of some of the troops who had gone that way a little earlier.

After crossing the Orne River bridge (now known as Pegasus Bridge) the team came upon A Company of the 7th Battalion in an orchard on the outskirts of Benouville. They would rest there until daybreak.

In the early light Hodge spotted a house across the hedgerows which would make an excellent observation

post. Approaching it cautiously he and his men tried the front door. Locked. Then around the back and two steps down to another door. Locked.

The captain drew his revolver and aimed it at the lock, the scene reminding Fortune of a stock incident in many of the Western films he so loved to watch.

Hodge pulled the trigger — and missed. But from inside came a female scream.

## Frightened

The four men were let in to find that there were three frightened occupants — a Frenchman and his two daughters. Although Hodge, in his best school French, tried to reassure them that he and his men were English, they were met with stubborn disbelief. "Germans, Germans," the father kept saying to his daughters.

Giving up on persuasion, the team set up their observation post in an upstairs bedroom from which they commanded a good view of the countryside. Presently one of the girls came upstairs and with suspicious glares at the intruders, removed four fur coats out of a wardrobe and took them downstairs.

Alec Boomer was trying to contact a ship by morse when Hodge, scanning the fields with his binoculars, spotted

the Germans.

They were moving across a cornfield — quickly. So here at last was the enemy.

"They're riding little motorbikes!" exclaimed Fortune, puzzled by the troops' speed of approach.

"No," said the captain. "They're running."

The Germans were heading towards A Company's position and Hodge sent Fortune and Ely back to warn the Paras — and to preserve some element of his team should the house be overrun.

Fortune and the bombardier got back to the orchard just before the Germans launched their attack. There was a fierce firefight and the Paras, with Fortune and Ely, were forced back.

Although the house was overrun — with Hodge and Boomer still inside — the Frenchman and his daughters had by then realised that their impromptu guests were English and although questioned briefly by the Germans, did not give them away.

## 'The only ones left'

Continuing their retreat with the Paras, Fortune and Ely had to scale a wall. Still in great pain, Ely couldn't make it. With that, a sergeant appeared and used parade-ground language to berate the pair for their slowness.

In his best Geordie vernacular Fortune gave as good as he got. Couldn't the sergeant see that his oppo was injured?

"Look, Sonny," said the sergeant more calmly. "We're the only ones left here."

The reality of their predicament helped Ely to find new strength as, helped by Fortune and the sergeant, he scrambled over the wall.

Thinking Hodge and Boomer had been captured, they made their way back to the bridge — and a first-aid post where Ely was left for treatment and eventual return to England.

Fortune believed that he was the only member of his team left, and there was little he could do alone. He headed for Ranville where he knew there was another observation team — including a friend of his, Telegraphist "Tosh" Monks.

## Familiar voice

He found the team, under the command of Capt Ritchie RA, just before they were about to move off to engage enemy targets. Fortune joined them.

Working on a radio net to request fire, Monks overheard a familiar voice. "Hey, listen to this, Wilf!" He called Fortune over. "I'm sure it's Whack."

It was Whack. So he hadn't been captured after all.

With Ritchie's permission Fortune now retraced his steps to rejoin his own team. Crossing Pegasus Bridge for the third time that day he encountered a strange sight: a bagpiper at the head of a column of troops led by a brigadier. It was Lord Lovat and his Army commandos arriving from the beachhead to link up with the depleted Paras.

Proceeding on his quest, Fortune at last located Hodge and Boomer who from their position on the edge of a wood were directing gunfire. But to get to them he had to cross an open cornfield which a Para had warned was under the sights of enemy snipers.

## Reunited

He decided to take the risk and as quickly as possible waded through the corn towards the wood. He felt that a bullet would hit him at any moment. Five yards — ten yards — 20 yards.

He stiffened his back in anticipation of explosive pain. It didn't come and with a relief that seemed to lighten his tired body he reached the wood.

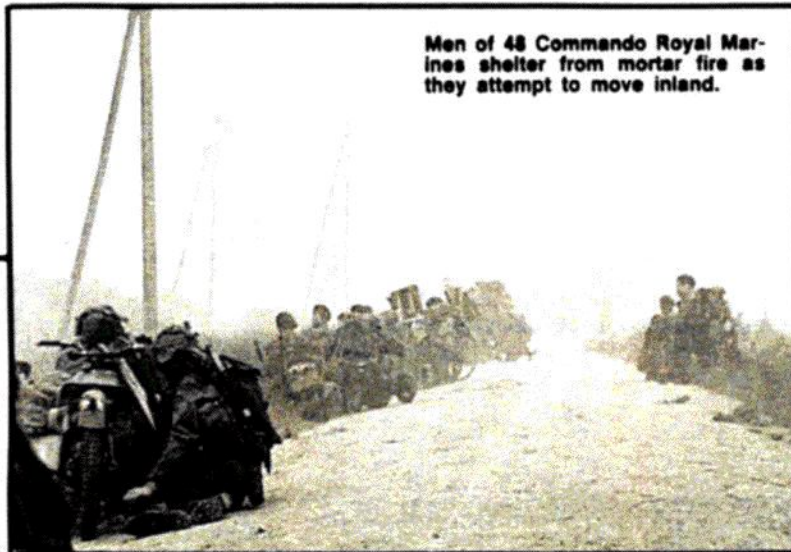
The reunited team continued to home-in the naval guns on enemy targets until in the evening a deep drone grew from the north. The sky filled with black shapes — aircraft towing gliders, each glider full of troops to reinforce the positions around the Orne bridges.

Later, Fortune's memory of the sight was tempered with sadness when he learned that two of his friends, Telegraphists Spencer Porter and Arthur Martin, had been killed in that drop when their glider was shot down.

They rest today in the war cemetery at Ranville.

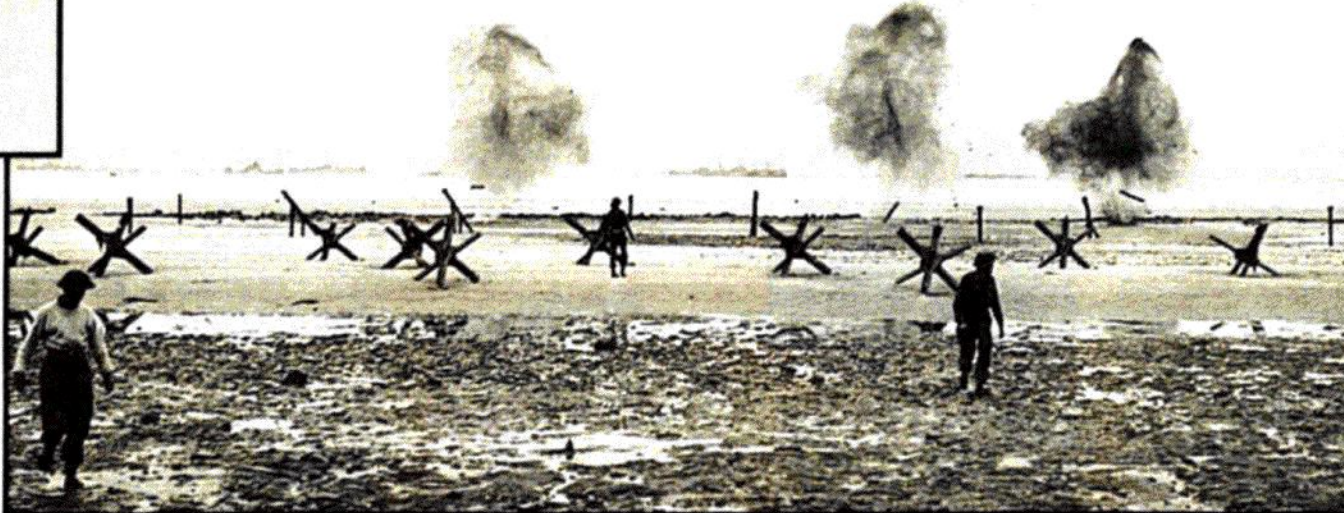
● Wilf Fortune received a Mention in Despatches for gallantry during the Normandy landings. He, Alec Boomer and Vere Hodge struck up a friendship which lasts to this day.

Men of 48 Commando Royal Marines shelter from mortar fire as they attempt to move inland.



RN Beach Commandos run for cover as the charges they have just laid detonate Teller mines mounted on beach obstacles.

Pictures: Imperial War Museum



had a very wet landing. Coming ashore to the east of the German strongpoint at Le Hamel, it seemed to Lappage that fire was being directed at his craft from every quarter.

His Beach Commando group had orders to secure the landing area by "deep water recon" before the main force arrived.

The technical-sound term was merely a euphemism for a simple but dangerously primitive method of clearing obstacles. It in-

involved groups of 12 men jumping into water up to 6ft deep, linking arms, and walking ashore, all the time feeling with their feet for beach obstructions.

Meanwhile, on Sword Beach, the flail tanks had cleared many of the mines and Fox Group were making progress in marking exit lanes from the water to a good road inland.

The price of their achievement was one officer killed and one of

Oakley's friends, Able Seaman Sid Compston, dreadfully wounded in the back by a cannon shell.

But little could stop the work — until the skirl of bagpipes from one of the landing craft approaching the beach caught everyone's attention. When the ramp was lowered out marched the piper closely followed by Lord Lovat and his staff.

The shelling of Sword Beach

was persistent and on June 9 Oakley was asked by the Beachmaster to represent Fox Group at a burial service for all those killed in the landing area.

The service was held in a little apple orchard near the shore. Oakley watched with bared, bowed head as the bulldozers carved wide, deep trenches into which dozens of wrapped bodies were lowered and placed neatly side by side. He suddenly felt very lucky to be alive.



Using the cover of vehicles and tanks, medics tend wounded Marines while under fire on the beach.

Picture: Imperial War Museum



MIKE Crosley had guessed the place and date of D-Day by the beginning of May, 1944. A Seafire pilot, Lt Crosley RNVR, was attached to 886 Naval Air Squadron which with the rest of No 3 Fighter Wing was transferred on May 1 from Henstridge to HMS Daedalus at Lee-on-Solent.

This move alone told him and his fellow officers that the landing area had to be within range of their Seafires. It could only be Normandy. Using their naval knowledge, they worked out that the invasion had to take place during half-tide at dawn. By studying tide tables, that gave them the date.

Their discreet speculation was confirmed as accurate when, on June 5, they were given the Wing's flying programme for the next day. Listing 435 sorties, it was the longest they had seen.

### G-suits

No 3 Wing was particularly well-equipped for its task, thanks to its CO, Cdr Buster Hallett. He had seen to it that technical improvements had brought the Seafires close to the standard of their Spitfire equivalents, including the provision of clipped wings in place of the Seafire's folding variety.

Hallett had also ensured that his pilots were provided with the new Franks Flying Suit — an anti-G suit designed to prevent black-outs during steep turns. It was to provide them with an important advantage in combat, and one which was to save Crosley's life.

On D-Day Lt Crosley and his wingman, S/Lt Don Keene, were to spend nearly seven hours in the air, flying three missions over France to spot for "Spun yarn" — codename for the battleship HMS Warspite off Sword Beach.

### Friendly fire

They had been briefed that they would be well protected from the attentions of the Luftwaffe by 150 fighters on constant combat air patrol overhead.

But Crosley hadn't been prepared for the volume of friendly fire that came their way, making the fighters and the flak from their own side more of a danger than enemy action during the first three days of the invasion.

Flying up to 20 miles inland, the Seafires were constantly attacked by large numbers of Spitfire IXs or US Mustangs which mistook their unfamiliar clipped wings for those of the enemy.

Meanwhile Army and Navy AA gunners seemed to shoot at anything that flew anywhere near them. It was this, and not the Germans, that accounted for the Wing's high casualty

# Crisis of identity



Seafires lined up at an RN air station. Mistaken identity was their greatest hazard during the first three days of the Normandy campaign. Below, an impromptu brief for a Seafire pilot embarking on a mission.

rate on June 6 and 7.

On a typical sortie during this period, Crosley in his cramped cockpit would have to locate the correct Army ordnance map and then fly to the designated spotting area.

Relying on Keene to search the sky for danger, Crosley became submerged in maps with his eyes scanning the ground to identify targets. At that moment the engine might stop — because he had forgotten to transfer and release his 25-gallon drop-tank.

Next might come a warning from Keene that there were aggressive-looking Spitfires in the area...

Once these problems were solved he would make radio contact with "Spun yarn" to guide her fall of shot.

### Up-sun

On June 7 Crosley was flying about 15 miles south-east of Caen when he spotted the other fighter. It was stooping along above cloud as if it had not a care in the world. A Mustang? Surely not a German on his own like that...

Crosley flew past him on an opposite course and up-sun so that he couldn't be seen. The other plane disappeared into cloud and he turned to follow.

Emerging once more into clear sky he found that the suspect aircraft had disappeared. He climbed to 7,000ft to get a good look round and it was then that he spotted the second fighter...

Like its predecessor it was flying straight and level towards Deauville. This time Crosley was determined to get a closer look. Everything in the aircraft began shaking and clattering as he accelerated to his top speed of about 360 knots.

He quickly closed on the other aircraft which still seemed blissfully unaware of his presence. Was he friend or foe? A glimpse of the black crosses on the fuselage provided the answer and Crosley skidded in behind his prey.

There was not much time left to fire. The Seafire was going too fast and would soon over-

■ Sixteen naval air squadrons flying from shore bases took part in Operation Neptune. Of the 12 Fleet Air Arm squadrons involved, three equipped with Swordfish and five with Avengers operated either anti-submarine or anti E-boat patrols. The FAA's No 3 Fighter Wing formed the nucleus of the Air Spotting Pool and comprised four naval air squadrons — two flying Seafires and two with Spitfires. Supplemented by the Spitfires of two RAF squadrons and a US squadron, aircraft of the wing operated in pairs to spot targets for the bombarding ships.

take the German — an Me 109. Crosley pressed the gun button at the tip of his control column and at just 150 yards got in a two-second burst — only 20 rounds from each of his two 20mm cannon.

He saw his shell-hits dancing along the Messerschmitt's port wing and fuselage before he had to pull away to avoid a colli-



Mike Crosley ... shot down an Me 109.

sion. As he wheeled he looked back to witness the German fighter's end as it hit the ground 3,000ft below.

There was no time for elation. Crosley could not believe that a 109 pilot would be flying alone without the company of at least a wingman. Had he been a decoy?

With this in mind he turned for home, weaving all the way and expecting that at any moment his aircraft would be torn apart by cannon and

machine-gun fire from his victim's furious comrades.

His thoughts almost totally engaged on this prospect, he unwittingly flew over the German flak in and around Caen, but somehow it didn't seem as frightening as usual, such was his preoccupation with the possibility of sudden death from the air. He did not feel entirely safe until he was over the Channel on a heading for Daedalus.

The next day it was he who was on the wrong side of a gun-sight — twice.

During the day's first mission over Normandy he saw what he thought were Spitfires coming in above him from the north-east. The leading "Spit" started to fire tracer at Don Keene who broke away just in time. Eight others were heading for Crosley.

### Dreaded

These were no Spits! They were Focke-Wulf Fw 190s, the most dreaded of the Luftwaffe's fighters. Crosley threw his aircraft into the steepest turn he'd ever made — and thanks to the G-suit he didn't black out. With luck he'd be able to turn the tables on Jerry and emerge from the turn behind the last Fw 190 in the pack — the "arse-end Charlie."

As he straightened out he saw the tail-ender ahead. But his slower Seafire did not have the speed to close within range. Just as he realised he could not catch up, another Fw 190 passed over his left side and



about 100 yards above him, rolling over on his back as he went. So he wasn't on the tail of arse-end Charlie after all!

Other aircraft suddenly appeared from all over the place. Were some Spitfires? He couldn't tell. Things were happening so fast. Quickly, Crosley selected his target — the Fw 190 which had overflown him.

### Dive

The German had been going 30 knots faster than the Seafire and was now getting away in a dive. Crosley followed, knowing that he would catch up in the few seconds that it would take for the German to pull out of his descent.

But he felt that his quarry's friends were following him down — to practice on him what he intended for the German. He wasn't going to risk it. He gave the Fw 190 a five-second burst at about 300 yards before pulling away in a tight loop. The good old G-suit came to his aid again and he stayed conscious.

He suddenly found himself on the tail of an Fw 190 that must have been behind him on the way down. By this time they were both very low and heading south at full speed. Crosley opened fire but the cannon fell silent after a few rounds. He was out of ammo.

Crosley heard Keene report that his aircraft had been hit and that he was retiring. With-

out ammunition there was nothing to do but follow him home.

In the afternoon both he and Keene were back over Normandy, spotting this time for HMS Ramillies, when they were bounced again. This time the attackers were Spitfires which had mistaken them for Germans.

Both fliers had to put their fighters into a series of steep turns to avoid the attentions of about 30 Spits, most of which seemed to be shooting at each other. After what seemed like 20 minutes of this, the Seafires managed to outclimb their lethal friends.

Too short of fuel to do much in the way of spotting, they returned to Daedalus, very browned off but intact — and hoping for a better time next day...

● By mid-July, when the Air Spotting Pool was disbanded, its Seafires and Spitfires had flown 1,230 sorties during the 33 days when flying was possible. Twenty-four of the aircraft were downed by fighters and flak — including "friendly" fire — and by bad weather. However, very few of the pilots were lost.

Mike Crosley was appointed to command 880 Naval Air Squadron in August 1944. He ended the war as a holder of the Distinguished Service Cross and eventually retired from the Service in the rank of Commander RN.

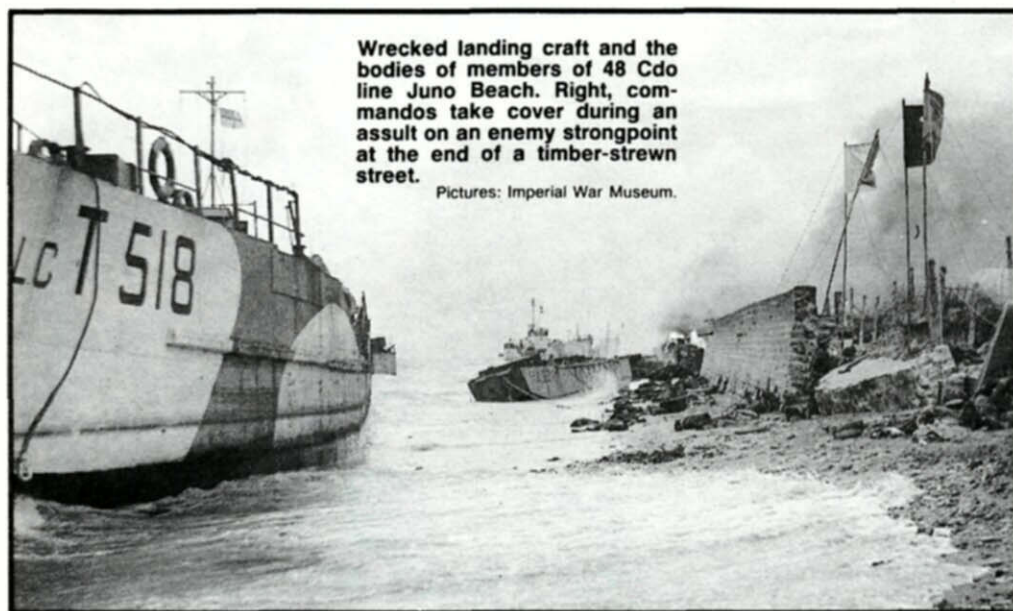


Swordfish in D-Day stripes. They hunted U-boats and E-boats.



FAA Avengers ... their varied encounters included the destruction of two V1 flying bombs.





Wrecked landing craft and the bodies of members of 48 Cdo line Juno Beach. Right, commandos take cover during an assault on an enemy strongpoint at the end of a timber-strewn street. Pictures: Imperial War Museum.



THEY were heading into the beach and the sound of gunfire was getting louder. Crouching in the landing craft, Sgt Ron Winslade tried to forget his seasickness and thought briefly of his departure from lodgings at Gravesend.

With many other Royal Marines he had been recalled from Italy and posted to A Troop of a new unit — 48 Cdo which was equipping and continuing to train in Kent.

He had been billeted at Gravesend with a friendly family who had made his stay there a happy interlude. Now, he smiled as he remembered the sadness and humour of his leave-taking.

## Bandoleer

A family friend of his landlady's had taken him by car to the station where he suddenly remembered that he'd left a bandoleer of ammunition hanging on the hallstand.

They turned back to find the landlady in tears, trying to put on her coat with the bandoleer in her hands. She was upset because she thought they would send the sergeant to fight without any ammunition.

No chance of that, thought Winslade, as bullets whined around the craft. Obeying his orders he moved forward to the bows with his 2in. mortar team to fire a barrage of smoke



Ron Winslade ... fought at Langrune.

bombs in an attempt to provide some cover on beaching.

That done, he moved back to his position to crouch in front of a likeable Irishman, Cpl Joe Larkin. Almost immediately a particularly heavy burst of fire hit the craft. Winslade heard Joe give a slight groan and felt the Irishman's body fall against his back.

■ Conceived early in the war as light assault troops, Commandos were among the first units ashore on D-Day. Three Army Commandos as well as 41 and 45 Cdos RM landed on Sword Beach, while 46, 47 and 48 Cdos RM of the 4th Special Service Brigade landed on Juno Beach. No. 48 Cdo was a new unit which saw some of the stiffest fighting and took some of the heaviest casualties suffered in the British sector.

Someone called out, "Joe's had it!" Winslade wanted to look round but couldn't bring himself to do it. He looked down instead — and saw Joe's blood running on the deck.

At that moment there was a sudden lurch as the landing craft hit the beach. It was time for them to get out — but one of the ramps had been deployed too early and had become wedged underneath the craft.

They disembarked using the remaining ramp, one-third of them falling dead or wounded as they tried to get ashore.

Winslade was among those who made it, to find himself in the midst of chaos. Everywhere men were running to seek cover from enemy fire. In the process they had to dodge the almost blind progress of their own Centaur tanks as they lumbered up the beach.

It was to these clanking monsters that some men fell — Winslade saw two men crushed into the sand beneath the vehicles' tracks, while another had his arm torn off.

A Troop's commanding officer had been wounded in both arms and replaced by a lieutenant.

Other elements of 48 had fared little better. While HQ and B Troops were able to wade ashore, the craft carrying Y and Z Troops hit obstacles and only those of their occupants who were able to swim ashore reached the beaches.

What remained of A Troop regrouped and set off for their initial objective — the seafront village of Langrune on the road to St Aubin-sur-Mer and Caen.

## Bren team

Awaiting them were enemy trenches and pillboxes surrounded by barbed wire. The Marines called up their Centaurs to reduce the strongpoint — which they did, but not before B Troop's CO had been killed among the houses and gardens of the village, and one of the tanks had run over a mine and exploded.

The battle continued into the next day, and Winslade was ordered to take a three-man Bren-gun team to silence an enemy machine-gun which had been firing from an upstairs room.

He positioned himself and his men 100 yards away from their target, in a front garden across the rubble-strewn street. Then he ordered the contents of several magazines to be poured into the house.

## Sickening blow

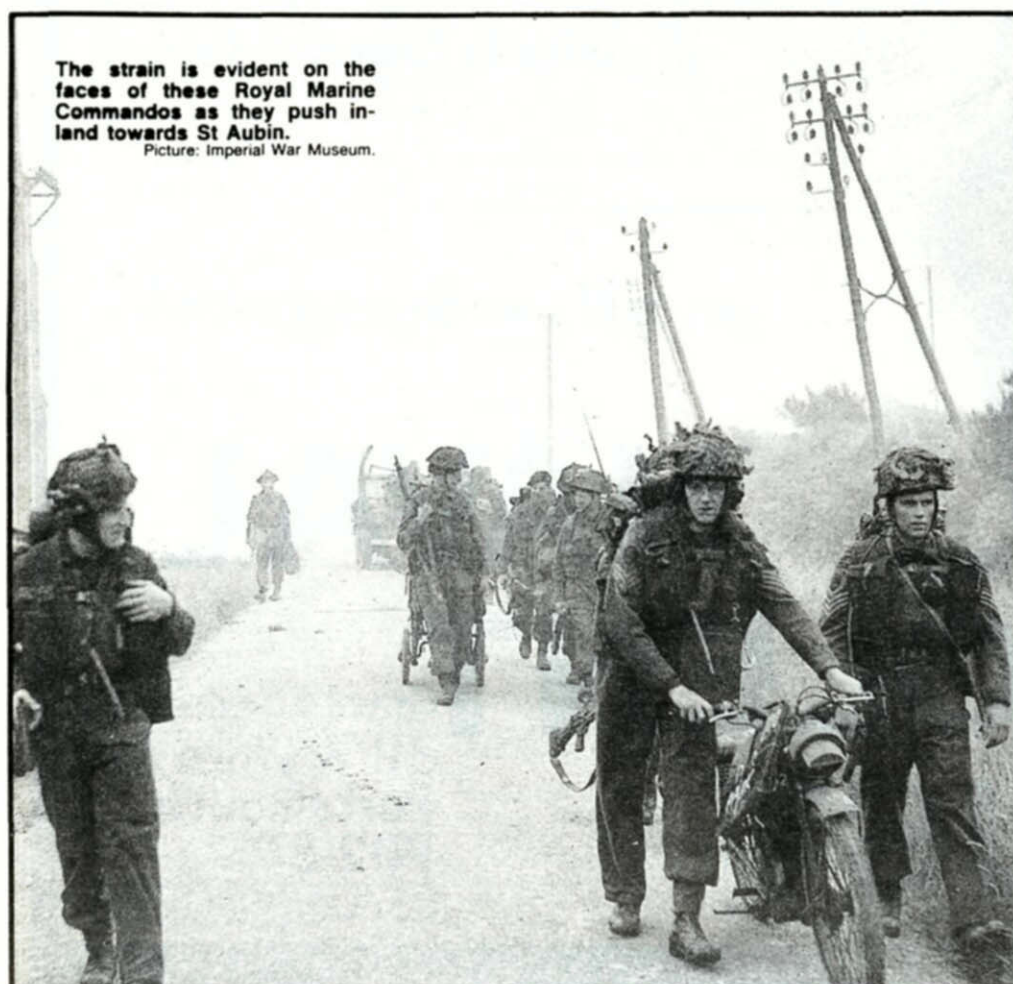
There was no return fire, so having done their job the four commandos recrossed the street. Suddenly enemy mortar bombs began exploding around them. Winslade felt a sickening blow to his head and sprawled to the ground. Stunned, he looked around for his comrades. One lay dead and the two others were seriously wounded.

Winslade had been lucky enough to sustain only a minor injury. He was taken to a forward dressing station where he had his head stitched before being returned to his unit the following day.

He returned just in time to see Germans, their hands held high, emerging from cellars and pillboxes.

● In the landings and the battles for Langrune and St Aubin 48 Cdo was reduced in strength by almost half to just 223 all ranks. Their 217 casualties included all the five Troop commanders and four out of five of the deputy commanders. By the end of the unit's first fortnight in Normandy, 60 of the wounded were well enough to return.

No. 48 Commando remained in Europe until the end of the war.



The strain is evident on the faces of these Royal Marine Commandos as they push inland towards St Aubin. Picture: Imperial War Museum.



## Counting the cost

THE newly-dug graves of members of 48 Cdo at St Aubin represent just a few of the 5,287 Allied Servicemen listed as killed in Normandy up to June 20. Many of the 12,183 posted as "missing" were later confirmed as dead. The wounded numbered 23,079, bringing total casualties to more than 40,000 — fewer than expected.

No firm figures exist for German casualties, although on the first day alone it is estimated that they lost up to 9,000 men.

In the Commonwealth War Cemeteries in Normandy, a total of 1,188 headstones still bear no name.

## THANKS TO THESE...

NAVY News thanks all readers who contributed to this supplement. Much to our regret it has proved impossible to draw on every one of the hundreds of stories we received in response to our appeal earlier this year. Nevertheless all contributions have been greatly appreciated.

We are also grateful for the information drawn from the following publications:

"Operation Neptune — The Normandy Invasion," a booklet of facts about D-Day produced by the Royal Naval Historical Branch.

"The D-Day Encyclopaedia" edited by David Chandler and James Lawton Collins Jnr, published by Helicon.

"The D-Day Ships" by John de S. Winser and published by The World Ship Society.

"They Gave Me a Seafire" by Cdr R. "Mike" Crosley, DSC, RN.





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FOR THE NAVY



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